



HOLLYWOOD

Gower Street
Cahuenga Blvd
Highway Ave

Gower St
1/2 MILE

Hollywood
Blvd

HFCP

Hollywood Freeway Central Park

Feasibility Report / October 2008



HOLLYWOOD

Gower Street
Cahuenga Blvd
Highland Ave

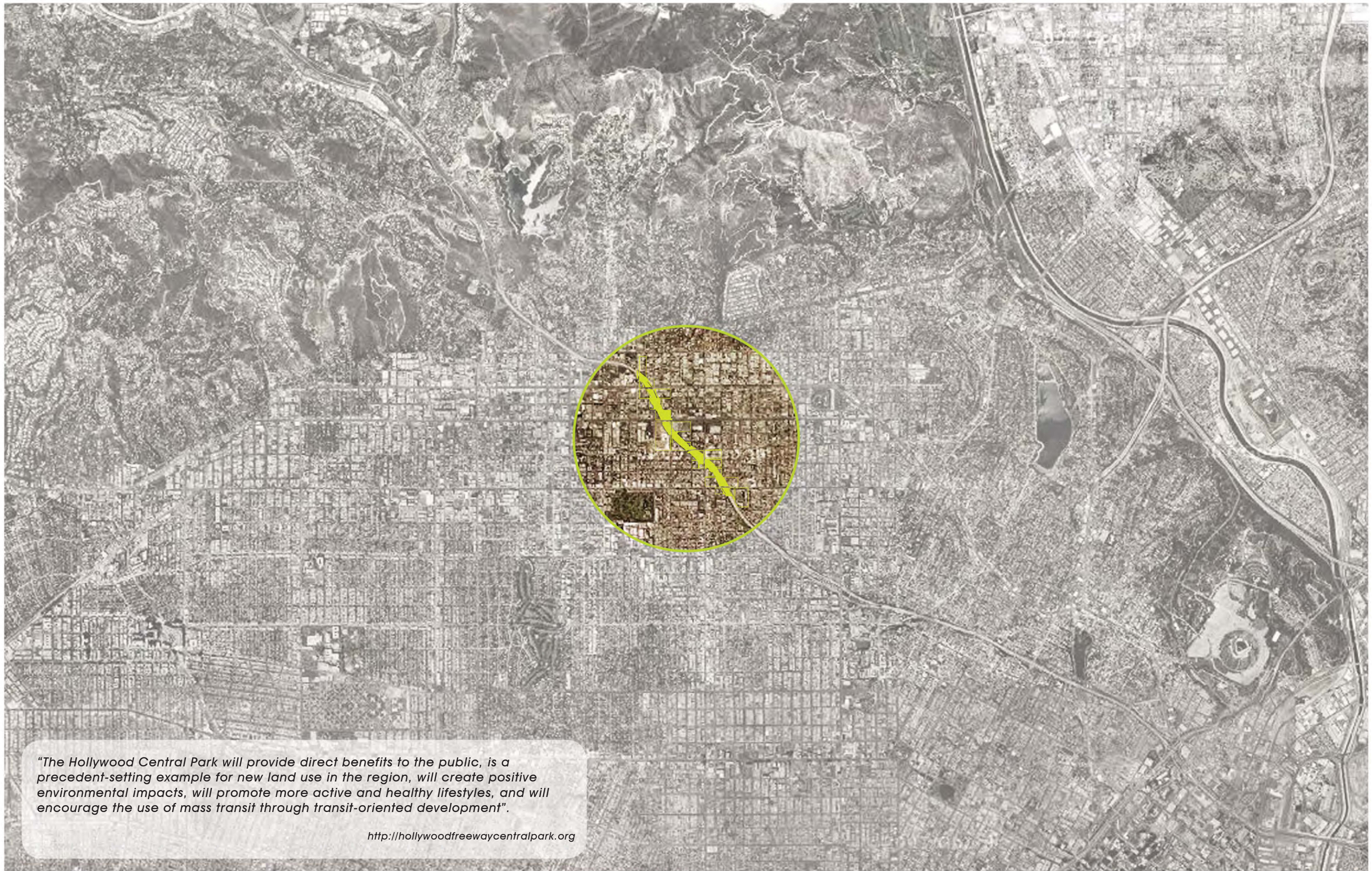
Gower St
1/2 MILE

Hollywood
Blvd

EXIT
58A

EDAW | **AECOM**

This study has been prepared for the Community Redevelopment Agency by a team of consultants, including DMJM Harris and Iteris, led by EDAW Inc.



"The Hollywood Central Park will provide direct benefits to the public, is a precedent-setting example for new land use in the region, will create positive environmental impacts, will promote more active and healthy lifestyles, and will encourage the use of mass transit through transit-oriented development".

<http://hollywoodfreewaycentralpark.org>



Table of Contents

Chapter

- 0 Executive Summary
- 1 Introduction
- 2 Stakeholder Engagement & Community Process
- 3 Urban Design Analysis
- 4 Structural Engineering Considerations
- 5 Design Explorations & Traffic Considerations
- 6 Preferred Plan
- 7 Implementation, Phasing & Cost
- Appendix

EXECUTIVE SUMMARY

Hollywood is in the midst of a transformation the likes of which are unprecedented. Over the last decade development in Hollywood has catapulted forward and change is evident everywhere. The City's renewed attention and the community's action has brought the Oscars back home to Hollywood. The neighborhood now finds itself directly connected to downtown via the Red Line transit corridor and potentially one day to the beaches on the coast. Redevelopment projects spurred on by the Community Redevelopment Agency have seen private capital revitalize disinvested areas, which in turn have opened the floodgates to numerous projects all over the neighborhood. The CRA's continued focus on Hollywood has recently seen the commissioning of a planning study for the Civic Center and the Sunset Boulevard corridor. Hollywood has for decades been the lens through which the world has viewed Los Angeles. Over the last several years it has begun to redefine itself and in turn is revising how the world sees Hollywood.

So much is changing, yet Hollywood continues to have no great parks. It provides less than half an acre of open space for every thousand of its residents. This is one tenth of what other large cities provide. Griffith Park, up a formidable hill, is unfortunately accessible primarily to intrepid hikers or motor-driven park visitors. The rest of Hollywood languishes down below, carved apart by the US 101 Freeway, and deprived of the park amenities that make a place whole. With so much going on and so many new residents and businesses moving in with dreams and aspirations of their own, the time to heal the wound is upon the city.

Hollywood's Central Park will be built over the 101 Freeway from Hollywood Boulevard to Santa Monica Boulevard. A mile in length, it will provide 44 acres of park space in the heart of the historic neighborhood. Like all great urban neighborhoods, Hollywood's strong and diverse community needs a grand stage for the free and uninhibited practice and evolution of its local culture. However, the current state of the 101 freeway and the fragmentation it generates inhibits the movement of people and flow of information vital to such an evolution. For a rapidly growing community struggling to re-assert its true identity, the proposed park can be the mechanism that reconnects one side of the city to the other, providing a central location for the public interaction and exchange that defines a flourishing community.



Illustrative Plan / preferred option

Vision

Hollywood Central Park will be a "locals first" community park that will embrace the people of Hollywood from all walks of life and hailing from all generations. Its presence on top of a major freeway as well as its location in the heart of Hollywood will make the park known around the world. More than simply providing open space for the neighborhood and greater public, this park should reflect a forward-thinking approach to ecological sensitivity and set the standard for sustainable urban parks. These standards are set by the community itself and are reflected in the program and illustrative plan.

Programmatically, the elements desired within the park are as diverse and bold as the communities that comprise Hollywood. Written here in no particular hierarchy of importance, these elements are as follows: plaza and viewing platform, sculpture garden or art exhibition space, multi-purpose fields and sport/recreational areas, street parking, amphitheatre, large open meadow, police sub-station and community center, playgrounds, large events plaza, picnic areas, and finally a dog park.

Program and Features

Hollywood Central Park will absolutely transform the experience and the image of the neighborhood and set the stage for a new direction for Hollywood, one that more sensitively reflects the social dynamics of its populace, the physical characteristics of the site, and the cultural history of the community. Hollywood became one of the most visible icons in the world during the last century. It was the home of the entertainment industry and continues to be home to residents and communities that see it in a nuanced, more intimate light. It has a storied cultural tradition that among other things gave birth to the film industry. Yet Hollywood easily transcends narrow definitions. Designing for locals first is what makes a place true to its nature and is the very reason for its popularity with visitors. In places like Hollywood, where preconceived



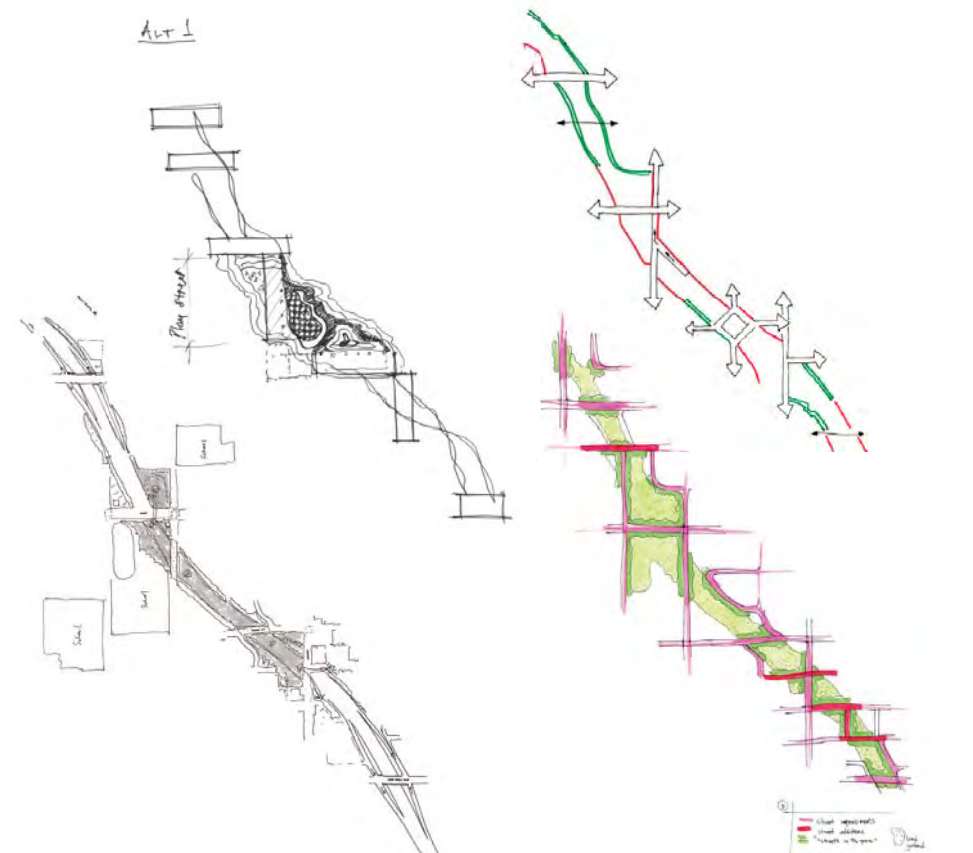
Community Meeting



Community Meeting

planning. Most people distrust any plan perceived as drawn up “secretly” by experts they’ve never met. Thus, a plan that the public can’t support has little chance of being effective. Public participation builds trust and support between planners, stakeholders, and local citizens. It not only enables consensus building, it allows practitioners to draw on knowledge that is only apparent to people who inhabit a place and know it in better detail than any survey can reveal. Building relationships early in this process – between stakeholders and the project teams, and between different sets of stakeholders – was vital for establishing the necessary levels of trust.

Three public meetings were held - all at schools in Hollywood within walking distance of the project site. The meetings generally marked the completion of each of the three phases of this study: analysis, explorations, and preferred plan. The analysis is grounded in technical understanding of all engineering, traffic, and urban design issues.



Exploration Sketches

narratives tend to define their identity, this approach is an essential prerequisite.

As this study progressed it became clear early on that it would become more than a traditional feasibility study. The goals of the study expanded to accommodate a more interactive process to engage the community and build public support. Further, it also sought to illustrate in greater detail the transformative effect that the park would have on the neighborhood. The content of this report reflects these additional emphases (it does also include all the elements of a regular feasibility study). The study also illustrates the challenges and possibilities the site holds from a rigorous engineering and traffic standpoint. It serves as an action plan for implementation and examines the institutional and funding mechanisms that need to be in place to construct the park. Finally, it identifies the steps necessary to ensure its feasibility and make it a reality.

From beginning to end, the process has been driven by the community and is based on an approach that is sensitive to the needs and desires of all stakeholders. Hollywood, more than most neighborhoods, desires an active role for citizens in governmental affairs, and public participation has become synonymous with good

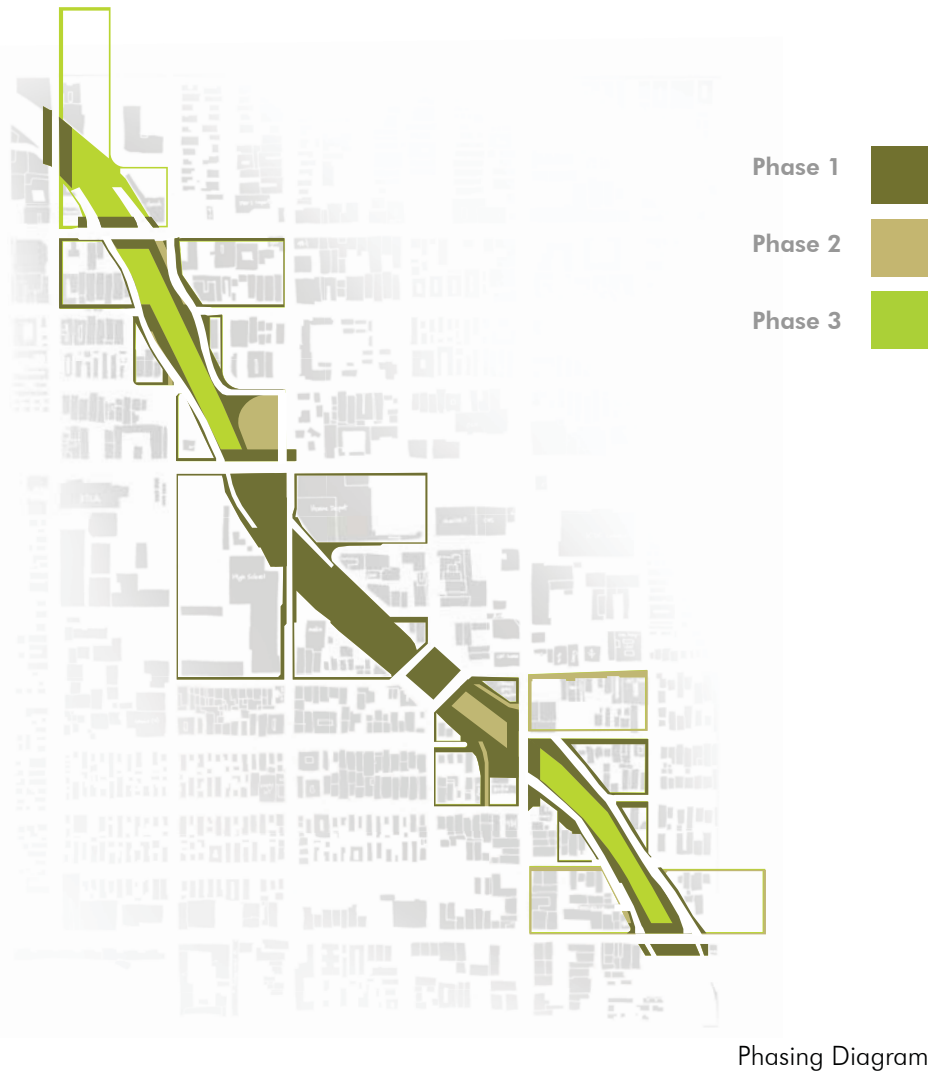
It was important not to end this initial period of analysis with a long listing of observations, but rather with a clear set of design principles that the team and community agreed on. Broadly, the base principles for the study’s alternatives are as follows:

- Preserve and enhance the local neighborhood character
- Create distinctive “special places” that specifically relate to each zone
- Provide a large multi-functional “green” that has both active and passive zones
- Re-unite the two divided sides of the freeway
- Provide both youth-focused and senior-focused activities
- Support and integrate the new iconic school and its playing fields
- Create a program for after-hours use of the school and affiliated public facilities
- Improve vehicular circulation/operation
- Create an uninterrupted pedestrian path
- Create a continuous bike path and connect it to existing city bike network
- Improve existing parking conditions
- Create a phasing strategy that responds to the community’s desires

During the exploration process, we tested the site’s potential in accommodating the community’s desires while also recognizing the engineering constraints presented. This iterative process refined and confirmed design principles.

The final phase of the study saw the emergence of a preferred plan based on feedback from the community and technical experts on the explorations that were conducted. Implementation strategies were key in the refinement of the preferred plan.

Needless to say, Hollywood Central Park will require creative assemblages of Federal, State, regional, City, and project area funds for design, community engagement, and construction. There are multitudes of funding mechanisms at all levels of government that can be tapped (these are discussed in the final chapter of the report). Critical to this effort is a recognition of the private sector’s significant role in supplementing public funds. Also, the size and costs of freeway capping projects have typically required federal appropriations to be an essential component of the funding framework.



rigorous and robust stakeholder engagement process is essential to implementation, highlighting the benefits of the project and also keeping expectations realistic. It is important to maintain the community's attention over this lengthy process by involving committed community members, holding planning activities and design challenges, and finding a local foundation able to generate funding and community interest independent of the City.

It is phasing that makes projects viable. Successful phasing strategies are a marriage of realistic understanding of community expectations, timing of fund availability, and the application of early capital to strategically serve as the impetus and garner additional support for subsequent phases. The Hollywood Central Park proposal contains 3 phases.

Phase 1 causes the minimum disturbance to existing roads and freeway ramps and provide a deck park in a central location. This central location between Fountain Avenue and Sunset Boulevard gives immediate and equal access to the greatest number of inhabitants while being the easiest portion to build due to the small amount of ramps and roads impacted. Phase 2 concentrates on road improvements and infrastructural reconfigurations of freeway access ramps. Phase 3 will see the extension and infill of all deck pieces and full build-out of the maximum park area possible, as well as the addition of frontage roads.

This study illustrates that Hollywood Central Park is a reality whose time is almost upon us. It sets the stage and tone for ongoing conversations with the community in building support and grooming future champions. It also sets the groundwork for additional and more detailed planning and design work. This document will serve as a tool to further engage stakeholders and potential funders by illustrating the park's potential to transform the nature and experience of Hollywood - an icon unlike any other - for locals and visitors alike.

These funds generally serve as mitigations, ameliorating the initial negative impact to the surrounding community, both in terms of public health, property values, noise, and its separation of neighborhoods.

Also integral to the financing is determining a local revenue component that provides a local match through either parking revenue, sale of air rights, transfer of development, special assessment districts, or development fee programs able to support the large capital costs of the project. Local community leaders and elected officials play an important role in garnering support and creating local community interest in a capping project of this scale. Therefore, a



Before



After



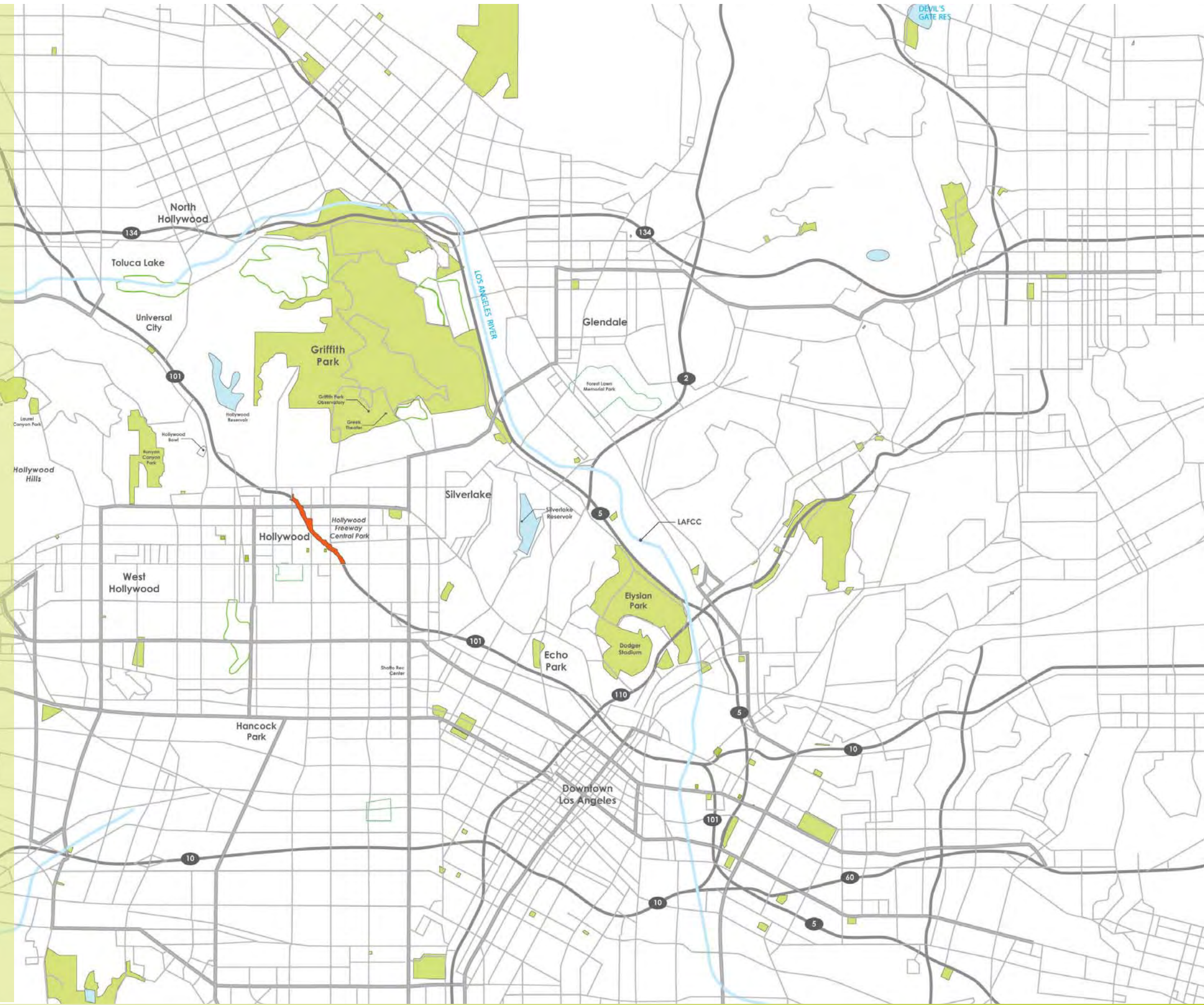
1. INTRODUCTION



BACKGROUND

Hollywood is a culturally rich, densely populated neighborhood without a large park that residents can easily walk to or access by bicycle or public transportation. As the community struggles with the shortage of green spaces and recreational amenities that can provide relief for its residents, new businesses and residents continue to move into the neighborhood as they have over the last several years. Hollywood can expect to experience more growth in the future, making the need for park space even greater.

Hollywood Freeway Central Park would become a safe place for people of all ages and ethnicities to gather, play, exercise, and enjoy the breath-taking views of the Hollywood Hills and downtown Los Angeles. It will be an urban oasis for many generations to come.



THE PROJECT AREA

The potential extent of Hollywood Central Park is bounded by North Bronson Avenue and Hollywood Boulevard on the north, Santa Monica Boulevard on the south. The total length is approximately 1 mile and its width varies between 300 and 400 hundred feet. The proposed park is situated within the Community Redevelopment Agency's Redevelopment Project area.

The 1,107-acre Hollywood Redevelopment Project of the CRA is located approximately 6 miles northwest of the Los Angeles Civic Center at the foot of the Hollywood Hills. The project is generally bounded by Franklin Avenue on the north, Serrano Avenue on the east, Santa Monica Boulevard and Fountain Avenue on the south and La Brea Avenue on the west. The Redevelopment Plan for the area sets forth an array of goals that include encouraging economic development; promoting and retaining the entertainment industry; revitalizing the historic core; preserving and expanding housing for all income groups; meeting social needs of area residents; providing urban design guidelines; and preserving historically significant structures. The project is part of the CRA/LA Hollywood & Central Region.

The Hollywood & Central Region is comprised of seven project areas, including East Hollywood/Beverly Normandie, Hollywood, Mid-City Corridors, Pico Union 1, Pico Union 2, Westlake and Wilshire/Korea Town. There are 17 priority projects in this region, including affordable housing, economic development and living wage job creating commercial development public improvements and cultural enhancements.

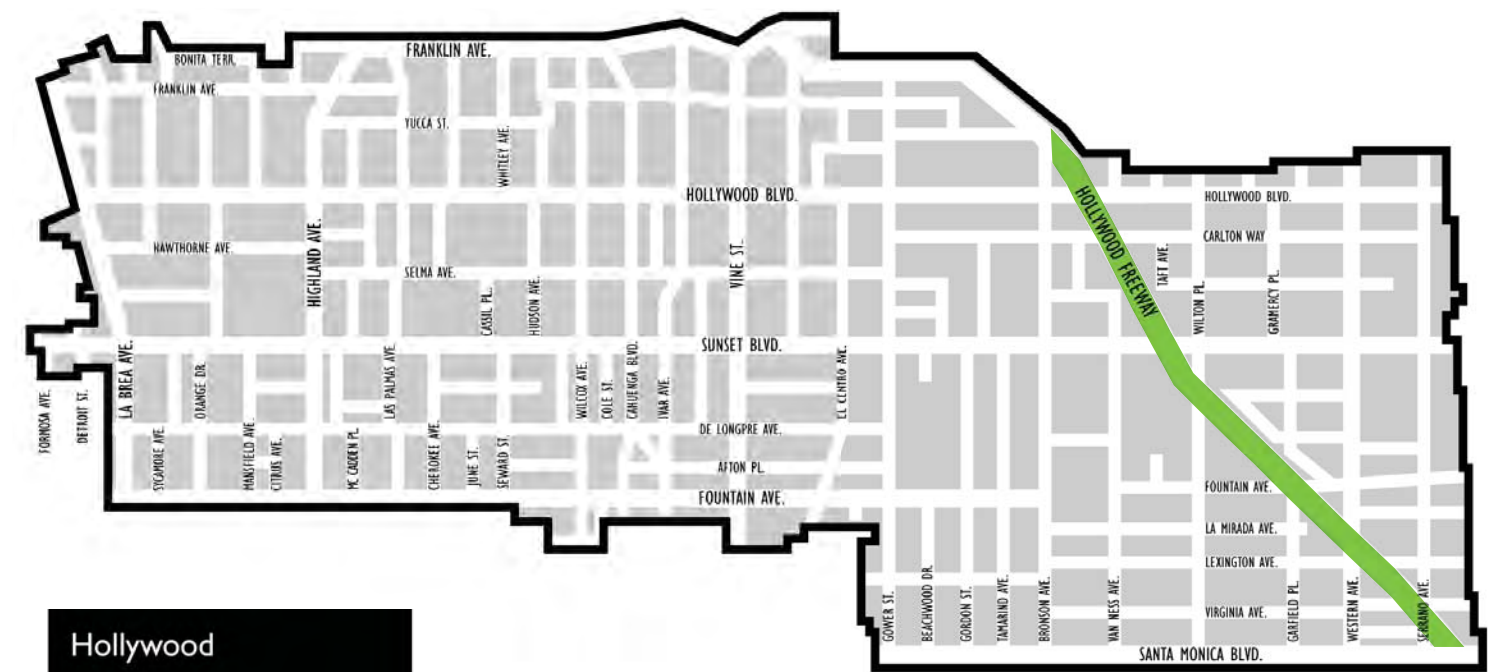
According to the Hollywood Chamber of Commerce, Hollywood is on its way back to stardom. Over two decades ago, plans to revitalize the community and its economy were set in motion. Today, we are already seeing the results of this revitalization. The economy of Hollywood is healthy and growing due in part to new and renewed housing, expanded public services, mixed-use and transit oriented developments.

With a stable and growing economy, restoring Hollywood's historic landmarks, buildings, and sign(s) have become a major focus. Hollywood Central Park would be an integral part of this plan. It not only serves as an opportunity to mend the urban fabric severed by the 101 freeway but also spotlights Hollywood as the original Southern California landmark that attracts visitors from all over the world. The park would serve the local community and its specific open space needs, as the introduction of new housing and office developments creates an even greater need for green open space. Hollywood Central Park is an opportunity to create that strong, vital piece to complete plans to revitalize the area and restore Hollywood to its residents and to its place of reknown in the city and the world.

With the introduction of new housing and office developments, comes a great need for open space. The Hollywood Freeway Central Park would serve the park-poor community while attracting attention not only from around the city but also the world.



One of the many empty lots near the proposed park



CRA Hollywood Redevelopment Project Area



Hollywood Boulevard freeway overpass

THE 101 FREEWAY

The Hollywood Freeway is an expansion of the original Cahuenga Parkway, a short six-lane freeway that ran through the Cahuenga Pass between Hollywood and Studio City. The Cahuenga Parkway featured Pacific Electric Railway "Red Car" tracks in its median, but by the 1950s these tracks were out of service due to radical reductions in Red Car service. The intersection of the Hollywood and Pasadena Freeways, known as the Four Level Interchange, is one of the major landmarks in Los Angeles and a symbol of the city's post-World War II development.

Built in 1950, the 101 Freeway became the major north-south link along the Pacific Coast. It runs from the East Los Angeles Interchange, all the way up to Olympia, Washington. At the regional scale it connected people and places across the vast Los Angeles basin and the west coast.

Construction of the freeway had a huge impact upon the communities it tore through. The street grid was transformed from a small scale and

pedestrian friendly to large scale and primarily focused on the car. Often referenced to as the "Big Trench", the impact of the 101 Freeway can be felt, seen and heard as one attempts to walk from one side to the other.

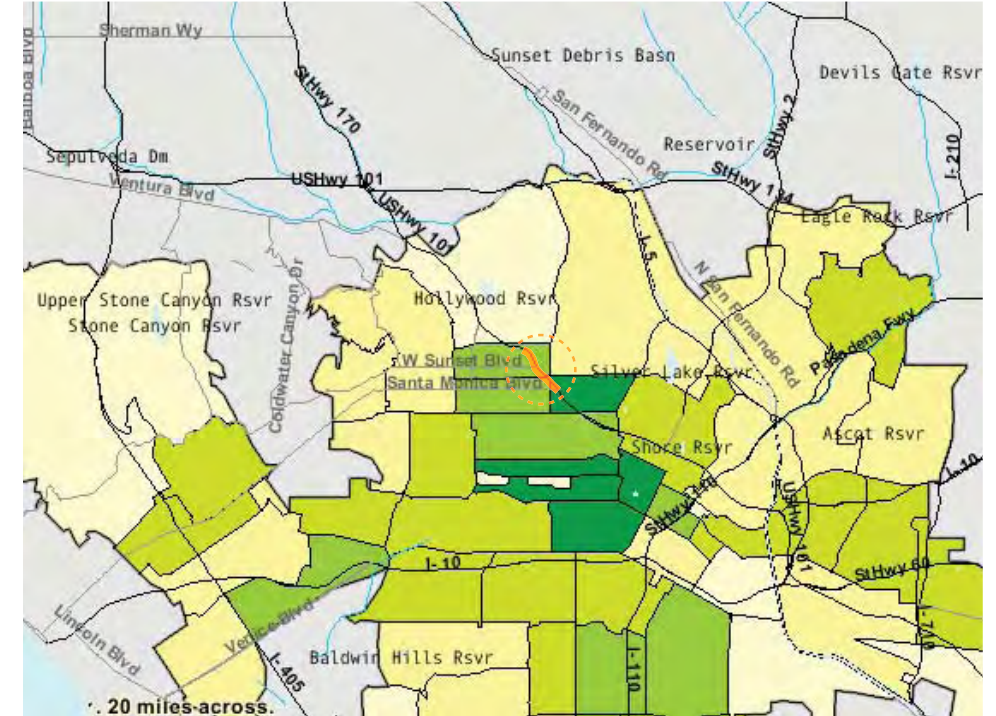
The 101 freeway in Hollywood is a gash in the landscape. There are 7 overpasses, all in different conditions, that represent major and minor roads within the city fabric. The pedestrian experience while crossing over the freeway is not a pleasant one. The noise and air pollution, combined with narrow sidewalks in poor condition create an unhealthy, uninteresting experience. The only saving graces as one crosses over each overpass are the constant views of the Hollywood Sign, Griffith Park Observatory and the skyline of downtown Los Angeles.

SOCIOECONOMIC & DEMOGRAPHIC CONDITIONS

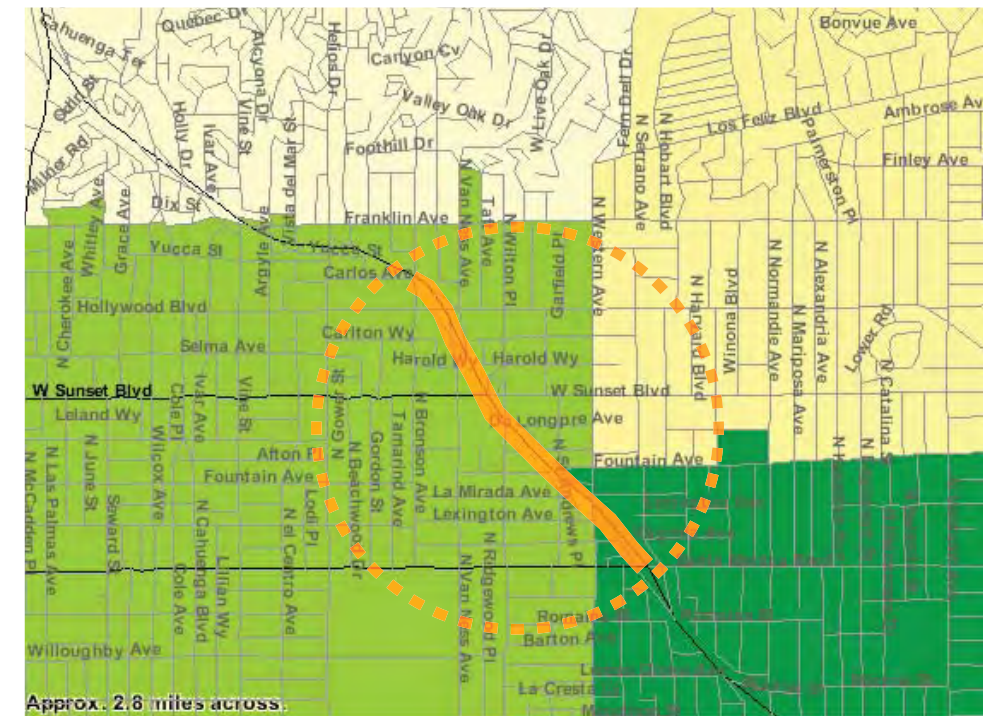
The 80,000+ residents including approximately 21,000 children that live within one-mile square mile in this neighborhood will benefit from the promotion of a more active and healthy lifestyle. With local transit, individual transportation, or simply by walking to the park, the regional population that will benefit from this park is significant.

As of the 2000 census, there were 210,777 people residing in the Community Plan Area of Hollywood. The population density was 8,443 people per square mile (3,261/km²). In addition, 75.2 percent of this one square-mile population is non-white minorities according to U.S. Census bureau statistics with 53.3 percent of Hispanic ethnicity.

To give a sense of the demographics of the area, the region of Los Angeles, Riverside, and Orange County combined rank 43rd in the nation with a median household income of \$45,913. The median income for this one-mile area is \$23,481 - nearly half the region's median income level.



The proposed park is in a densely populated area



The project within its surrounding context

ASSESSING THE NEED FOR A PARK

The Community Redevelopment Agency, as well as other agencies, are currently working on adding small pocket parks throughout the Hollywood Redevelopment Project Area. Hollywood Central Park would provide the largest parcel of open, usable land in the area, next to Griffith Park, which is not considered by many to be a neighborhood park because it is difficult to get to by anything but car, and it sits up in the hills, making it even more removed from the neighborhood.

Hollywood Central Park is in a mixed use, densely populated area. As the exhibits on the previous page show, the darker green shaded zones are the most populated. These numbers were calculated in 2000 -now 8 years out of date- and although some pocket parks have been introduced to the area so have more people and more children. The need for a large park has become even more pressing.

Hollywood Central Park is the key to revitalization efforts for Hollywood and it will help create a globally recognizable identity while still serving the local community first and foremost. With this in mind, one needs to consider how the city of Los Angeles is going through many changes. Right now, in order for Hollywood families to enjoy the outdoors on the weekends, they have to drive 5, 10, even 30 miles to the nearest large urban park, beach, or amusement park. This is adding strain on traffic around the city and taking precious leisure time away from thousands of families.

Noise, air pollution, and public insecurity currently characterize the environment around the proposed park. The elderly have no places to stroll to or take a rest. Children have very few safe public spaces in which to play or ride their bikes, or to securely travel from neighborhood to neighborhood. Families do not have large spaces to throw birthday parties, barbeques, and large gatherings. A park in the middle of Hollywood would promote a new lifestyle for Angelenos, one that will surely be welcomed by the community. With Hollywood witnessing so many redevelopment plans, this park should be envisioned as an urban oasis for the thousands of new residents expected to be introduced to the area as well as for the ones who already live there.



Fences currently border the freeway



Noise and air pollution make walking across the freeway unenjoyable

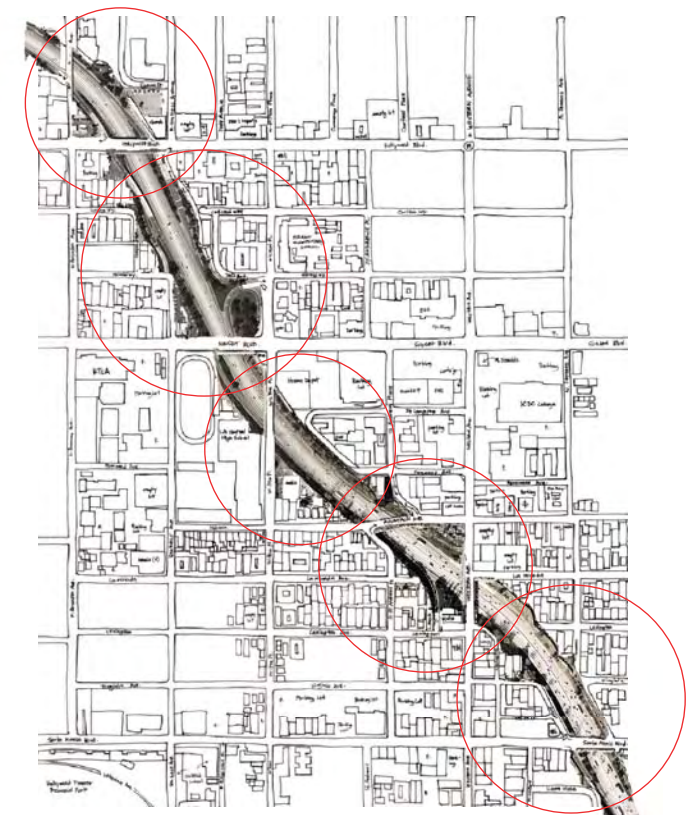
BRINGING THE COMMUNITY TOGETHER

The proposed park will serve as a new common ground and encourage the community to face the park rather than away from the freeway. Pedestrians would have the chance to interact and move freely and safely through the park. Programs for community involvement could mend the physical urban fabric while, at the same time, reuniting groups of people and promoting activity.

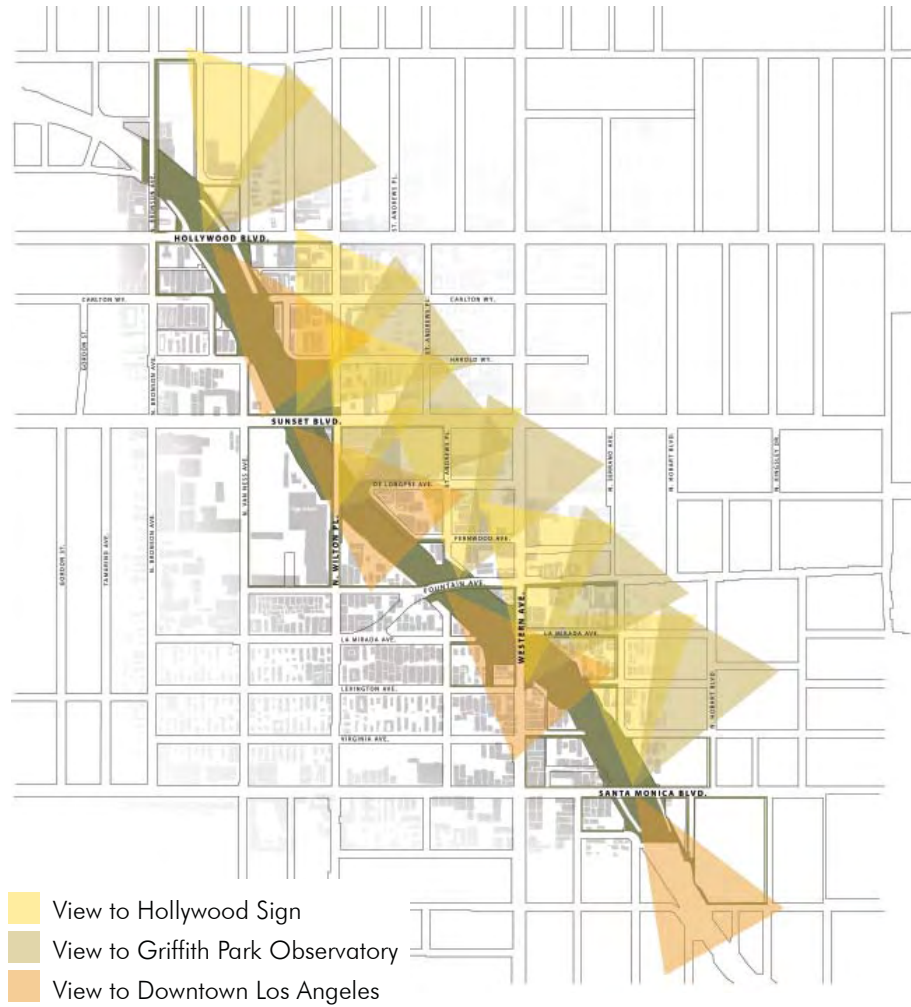
With the introduction of the park, the two sides of the freeway would once again be seamlessly connected by pedestrian paths and bridges, while also providing green spaces for all to use. The existing neighborhood would no longer be in its fragmented state but rather have a means to becoming a safer, more beautiful, healthier environment for the over 100,000 people in its vicinity.

MENDING THE URBAN FABRIC

The 101 freeway disconnected the neighborhoods it tore through when it was built. The urban street grid was severed by this piece of infrastructure that is actually below grade in the segment between North Bronson Avenue and Santa Monica Boulevard. Now, what was once one neighborhood, is physically divided by a freeway that leaves in its wake a noisy funnel of air and exhaust. Pedestrians can cross only at certain moments, like major roadway overpasses. The emphasis is focused on vehicular circulation only and any pedestrian in this area is not encouraged to walk around on the uninviting sidewalks that border these major roadways.



The freeway is a concrete trench that physically divides neighborhoods



ENHANCING EXISTING VIEWS

The proposed park is sited south of the Hollywood Hills, the Hollywood Sign, the Griffith Park Observatory, and is north of downtown Los Angeles. These attractive views could be enjoyed from the park and would be further valued if people had a place to stop and appreciate these landmarks.

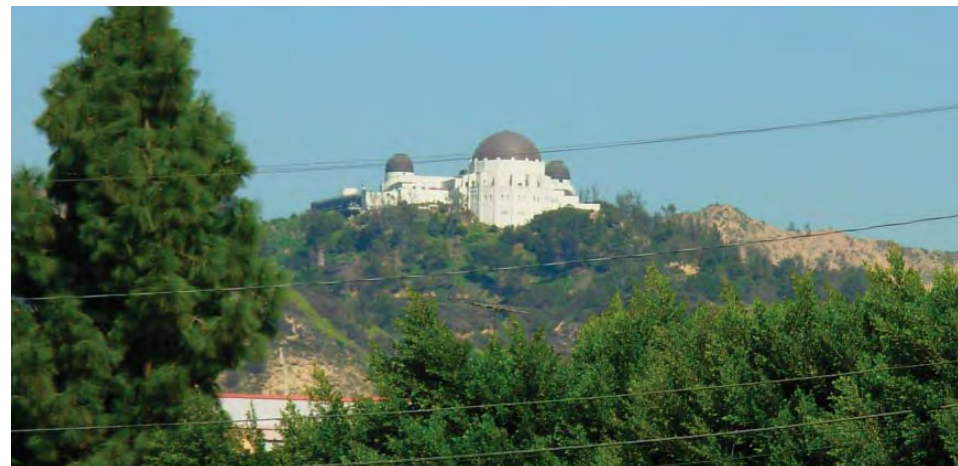
WALKING TO SCHOOLS

Hollywood Central Park would provide 44 acres of open green space in Hollywood, something truly lacking and vital for the present community as well as the thousands of new residents who will be moving to there in decades to come. The park is directly adjacent to the new Helen Bernstein High School and would be an asset for the students who will attend this and other schools. Helen Bernstein High School also has a multi-purpose athletic field, campus football field, tennis courts and a swimming pool that may be open for public use as joint use funds with the CRA and the Department of Recreation and Parks become available.

Three elementary schools are within walking distance to the site. Safe pedestrian and bike networks will allow children to cross over the freeway without even knowing it is there. The park will create fun experiences for children and will promote a healthier way of life. This, in turn, will set the stage for the rest of their lives, encouraging exercise, social interaction, and an overall sense of improved quality of life.



View to the Hollywood Sign



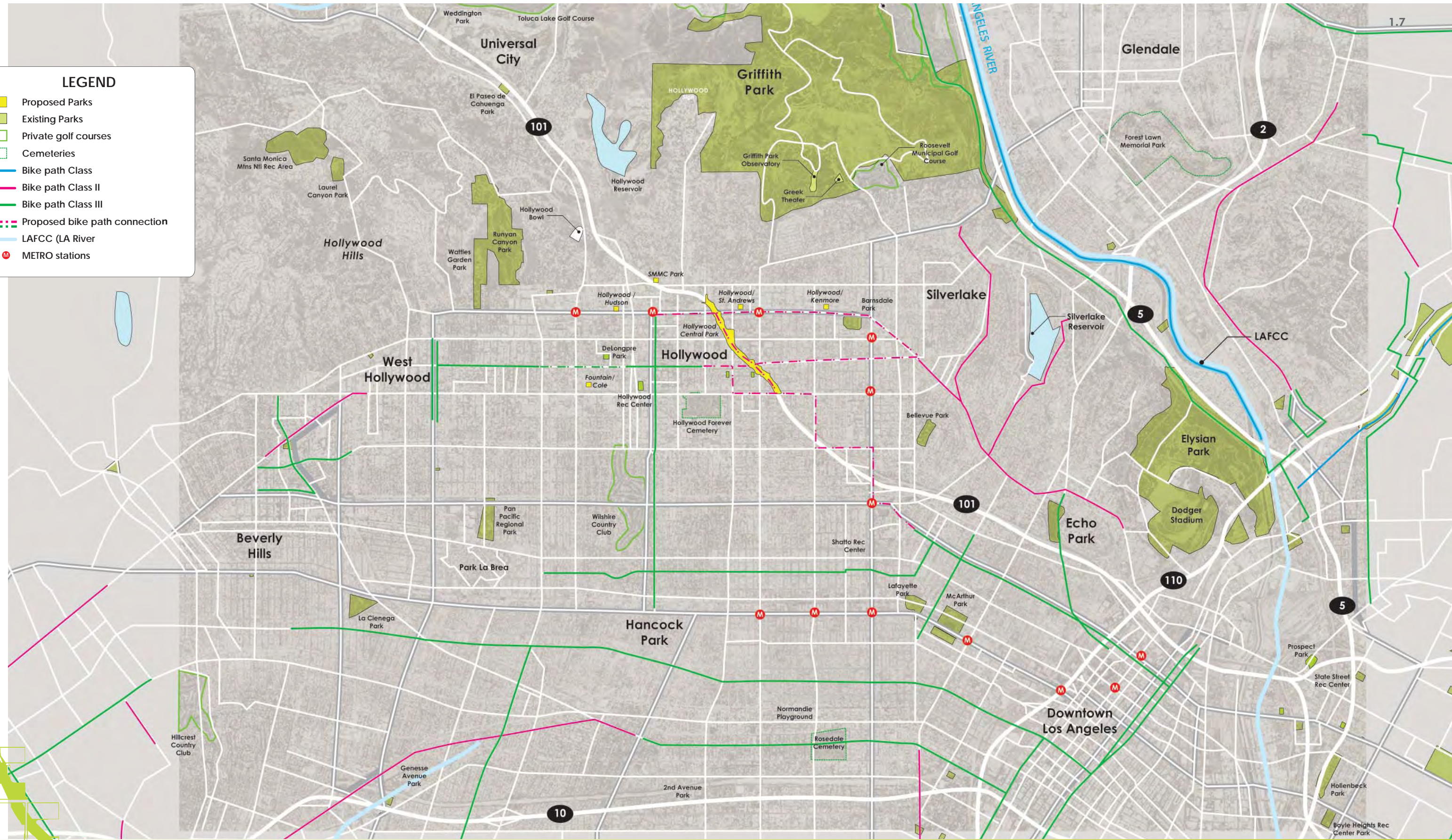
View to the Griffith Park Observatory



Students walking near Helen Bernstein High School

LEGEND

- Proposed Parks
- Existing Parks
- Private golf courses
- Cemeteries
- Bike path Class
- Bike path Class II
- Bike path Class III
- Proposed bike path connection
- LAFCC (LA River)
- METRO stations



ENCOURAGING HEALTHIER WAYS TO TRAVEL

Hollywood Central Park is approximately 44 acres in size and would sit in the center of Hollywood, approximately 2 miles south of Griffith Park, 4 miles west of Elysian Park, and 2 miles east of Runyon Canyon (the 3 largest parks less than 5 miles away). Griffith Park and Runyon Canyon are both large in size but not known to be the most accessible in that they sit up on the hillside and are best known for their hiking trails.

The introduction of a park in the heart of Hollywood (within walking distance of existing transit stops) would encourage the use of mass-public transit, which will, in turn, promote a more sustainable and healthier lifestyle for the community. The park's location is highly accessible by METRO rail, by roadway and freeway, as well as by bicycle. The current bicycle routes would have to be altered in order to connect through the park and this will be considered in the following phases of this project. The park can be seen as a neighborhood park for locals first. With this in mind, as well as rising gas prices, one needs to consider how the city of Los Angeles is going through lifestyle changes and the need for open space is growing. Hollywood Central Park could become the final piece of the plan to revitalize Hollywood and improve the lives of hundreds of thousands of residents.

REDUCING NOISE & AIR POLLUTION

The freeway is a major cause of noise pollution as well as air pollution. The park over the freeway would be a great way to create a pleasant and safe atmosphere that can be enjoyed at the neighborhood level. Given the number of developments being planned in the area, not only would the noise and air pollution deter residents but would also make for an unhealthy way of life. The design of the park, being conceptualized in a time of environmental awareness, would necessarily incorporate the technology to redirect or filter the current and future pollution that is now being released over the 101 freeway.

RIGHT OF WAY

The Caltrans right of way was given as the project boundary. Apart from general suggestions about street improvements on publicly owned land, it is within this right of way that this design and conceptual study has been performed.

Hollywood Freeway Central Park
Feasibility Report

October 2008

LAND ACQUISITION

The Feasibility Report is simply a study. Land acquisitions will not occur as the result of this Report. However, there are many properties along the project extents that would either directly border the proposed park or seemingly have the potential to play a vital role in its day to day life. While this fact cannot be ignored, it is important to note that a study of potential land acquisitions was not part of the scope of work. It is, however, recommended that such a study be carried out soon as it will surely play a key role in this project's political, economic, and physical future.

TIMING

The idea to build a park over the top of the US-101 freeway began years ago. However, in 2006 the first real efforts began to materialize as the Southern California Association of Governments approved the Hollywood Central Park project as a demonstration project. Since then it has gone through a series of steps that move it closer to becoming a reality.

In 2007 the Los Angeles City Council approved \$100,000 in order to fund a feasibility study. Shortly there after, an RFP was issued and a team of consultants led by EDAW was selected to undertake the feasibility study. With the feasibility report here enclosed, it is now time for future next steps to be listed and executed.

The key step in the timeline is to use the feasibility study to both acquire funding for and support the Environmental Impact Report. The goal is that by 2010 the EIR will be completed. By 2011 we would like to attain the project's final approval by federal, state, and county agencies.

With 2012 being the proposed date to break ground and begin construction, by then the final approval by city agencies should be attained and the EIR should have received certification. After two years of construction, it is projected that by 2014 the park will be completed and inaugurated at a grand opening!

EMINENT DOMAIN

The legal doctrine of eminent domain allows for the purchase of property with due monetary compensation without the owner's consent. Eminent domain is of course an important issue for all members of the community, especially those closest to the proposed park. With that in mind, this scope of work and the intentions of this report in no way encompass or address the subject of eminent domain.



Tall walls block out the freeway

EDGE CONDITIONS

Although this report does not suggest land use changes or property purchases, it does address the notion that the construction of the park would greatly effect the edges adjacent to existing buildings, properties, and streets. Therefore, these elements deserve careful attention. It is important that each of these elements have clear and carefully designed transitions between themselves and the newly created park. A well managed transition should encourage interaction and co-existence.

CONSIDERATIONS

Introduction



Litter adds to the unpleasant pedestrian experience as one crosses over the 101 freeway

Currently, the majority of buildings in the area are designed so that the facade facing the freeway is not an active interface. Most building facades adjacent to the freeway do not place their front doors, windows, or outdoor spaces towards the freeway. However, with the proposed park in place all buildings will want to re-orient themselves to address the newly created amenity. Therefore, what are currently back-doors may become front-doors and what are currently service alleys may better serve their inhabitants as more public thoroughfares.

Regardless of building re-orientations, it is essential that the park be designed so that a gentle buffer exists between the park proper and the adjacent building. Without getting into particular design solutions, most well-designed interfaces between buildings and the park will adhere to general design guidelines. For example, the buffer zone should clearly delineate a border between the building property and the public park space. Unlike a wall or fence, the intention of this buffer is more mental than physical and should mainly serve as a spatial organizer. (Other general design concepts may include: pathways that encourage people to walk in certain locations over others; ground material changes; and paving material changes).

Residential buffer zones may differ from commercial buffer zones. A buffer zone fronting a retail or commercial building may encourage public gathering or even encourage people to enter the building.

Streets adjacent to the park will also have general design concepts that should be considered. Most importantly, the edge between vehicular traffic and public park space should be designed so that each element may operate safely and independently of the other. In order to accomplish this, design should strive to clearly differentiate between spaces for people, bikes, cars, and other users.

WHAT IS A FEASIBILITY STUDY?

This report is more than just a traditional feasibility study. The goals of the study expanded to accommodate a more interactive community process to engage stakeholders and build public support. Further, it also sought to illustrate, in greater detail, the transformative effect that the park would have on the neighborhood. Plans for programming and site design were explored and a preferred option was chosen. The content of this report reflects these additional emphases (it does also include all the elements of a regular feasibility study). The study also illustrates the challenges and possibilities the site holds from a rigorous engineering and traffic standpoint. It serves as an action plan for implementation and examines the institutional and funding mechanisms that need to be in place to construct the park. Finally, it identifies the steps necessary to ensure the plan's feasibility and make it a reality.

COST

The most expensive aspect of this project by far will be the alteration and construction of structural elements. What is of importance at the moment is to attain an understanding of the different structural situations and design elements that will comprise the proposed park. Chapter 6 - Implementation - provides a more detailed cost breakdown.



Buildings such as this one face away from the 101 freeway

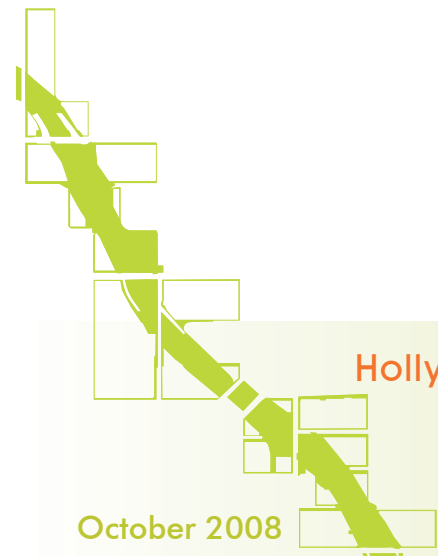
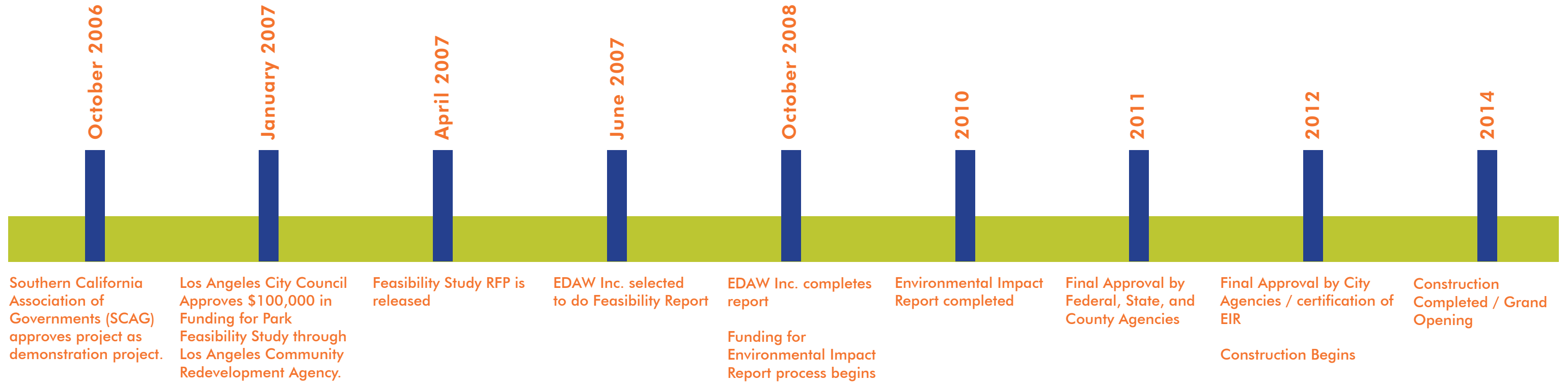


One of the many awkward edge conditions along the 101 freeway in Hollywood



2. STAKEHOLDER ENGAGEMENT

Communicating with stakeholders and residents is vital in the acceptance and implementation of this unique park. The feedback received in this phase of the Feasibility Report helped inform many decisions when it came to phasing and programming. Needless to say, everyone is very curious and excited to see this proposal become a reality.



Hollywood Freeway Central Park Feasibility Report

PROJECT TIMELINE

Stakeholder Engagement

COMMUNITY MEETING 1

From the very beginning our process has been driven by the community. The process centers on stakeholders themselves and so seeks an approach sensitive to their needs and desires. Hollywood, more than most neighborhoods, desires an active role for citizens in governmental affairs, and public participation has come to be synonymous with good planning. We began our study with a Strategic Kick-off Meeting that included the design team and representatives of the key public agency representatives and stakeholders. This facilitated building a strong understanding of the team organization, the goals and purpose of the effort, established protocols, processes, and confirmed schedules and delivery expectations.



Talking to the community

The first outreach meeting was held at Selma Elementary School on Selma Avenue in Hollywood on January 26, 2008. It was a time for members of the community to come together and get introduced to the idea of a park over the 101 Freeway. Participants were arranged in round-table discussion groups and invited to express their concerns and desires. After reviewing all of the responses, the project team collected each tables' list and created an exhibit to show their responses by popular vote. This summary was presented at the next community meeting as a way of reminding people that their concerns and desires formed the basis of the next steps of the study.



Community Meeting 1 ~ Project kick-off



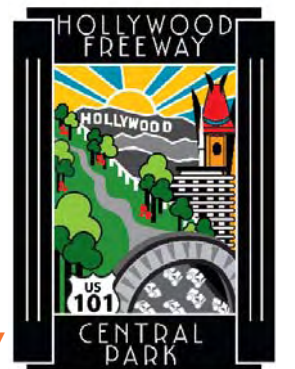
Model of existing conditions



Meetings at the Hollywood Chamber of Commerce

BI-WEEKLY CLIENT MEETINGS

The consultant team frequently met (either over the phone or at the Hollywood Chamber of Commerce) with the CRA, the Hollywood Freeway Central Park Coalition, the Hollywood Chamber of Commerce and representatives from the Mayor's office, the Urban Land Institute and other local stake-holders. Updates on process and in-house discussions with sub-consultants, DMJM and ITERIS, were provided. These meetings were helpful in ensuring that the consultants' approach met the expectations of the client.





Early analysis study boards

COMMUNITY MEETING 2

The second community meeting was held at Joseph Le Conte Middle School on N. Bronson Avenue in Hollywood on April 12, 2008. It was an opportunity for the project team to present site findings, precedent studies, and early analysis of the project area. The community and stake-holders were able to view this site reconnaissance information along with some imagery of early concepts that would be incorporated into the park. The results of the first community meeting were exhibited on a board and participants were encouraged to revise and add any information they thought was missing or inaccurate.

After a presentation, participants were assigned to break-out groups and given the chance to offer up ideas on phasing, program, and location of program along the park. At the end of the meeting, each group presented their desired plans and what specific elements they saw as being important for the community. These results were crafted as a list of "Design Principles" and a summary plan to reflect the community's opinions.



The community engages in phasing and programming exercises

COMMUNITY MEETINGS 3 & 4

The last two meetings were held on June 7 and June 11, 2008 at Santa Monica Charter School on Van Ness Avenue in Hollywood. One meeting was held over a weekend in the morning and one on a weekday in the evening. This gave everybody a chance to attend, ask questions and provide input to the team.

The project team walked through the presentation materials and emphasized that the plan for Option 1 is a direct response to community desires and a flexible starting point to further develop. Option 1 decks over the entire length of the park study area. Each program element that was suggested in the first two meetings was strategically placed in the park, in areas most desired by the community as well as where the analysis saw fit. This plan shown on the right was presented along with a presentation of the community outreach summary plan, rough sections cut from key points in the park, and an explanation of goals, design principles and ideas on phasing.

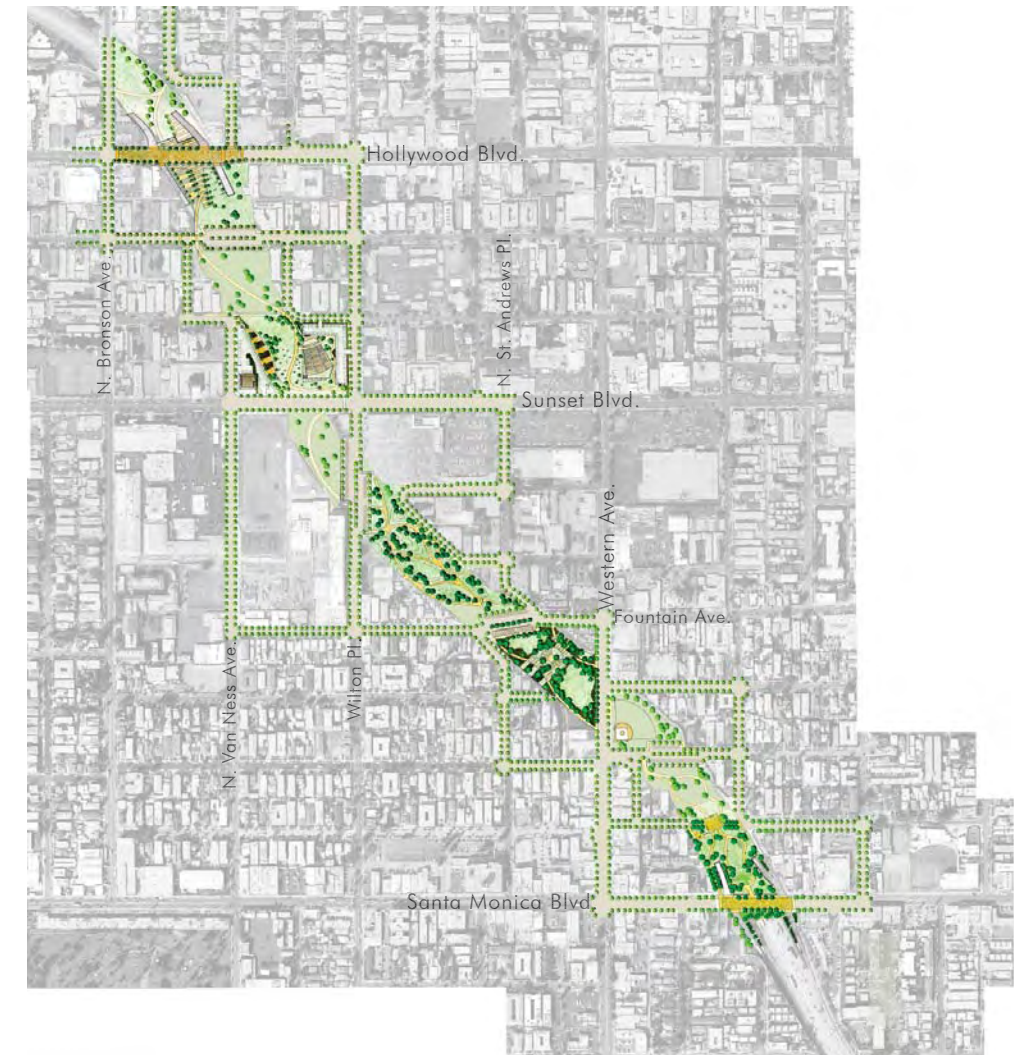
The idea of a continuous pedestrian jogging and walking path in and around the park for people of all ages was welcomed. There were disagreements, however, regarding streets through the park, location and size of amphitheater, ball fields and dog parks.

The turnout, especially from the June 11 meeting, was very high. There were about 65 attendees. Many of them had insightful suggestions as well as thoughtful inquiries for the team. Some of those questions related to ideas of branding, naming, sustainability, cost, safety, lighting, bicycle connections, timing, parking, affordable housing, eminent domain, and homelessness. The community was assured that all of these important issues would be considered when and if the park gets built. Eminent domain is not at all a consideration at this point and affordable housing is a top priority for the planning committees involved.

It is clear that the community is positive about the prospect of this great park and the immense value it will bring to Hollywood.



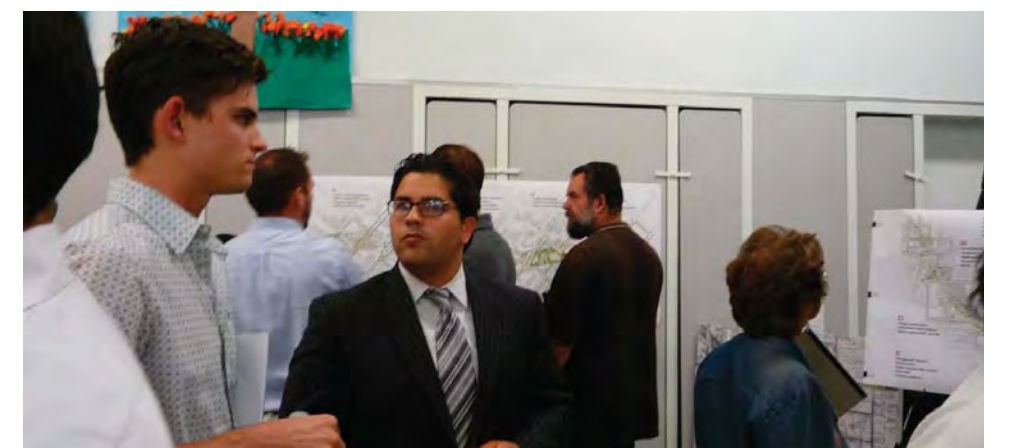
Presentation of Option 1



Option 1 Plan



Question, answer and feedback period

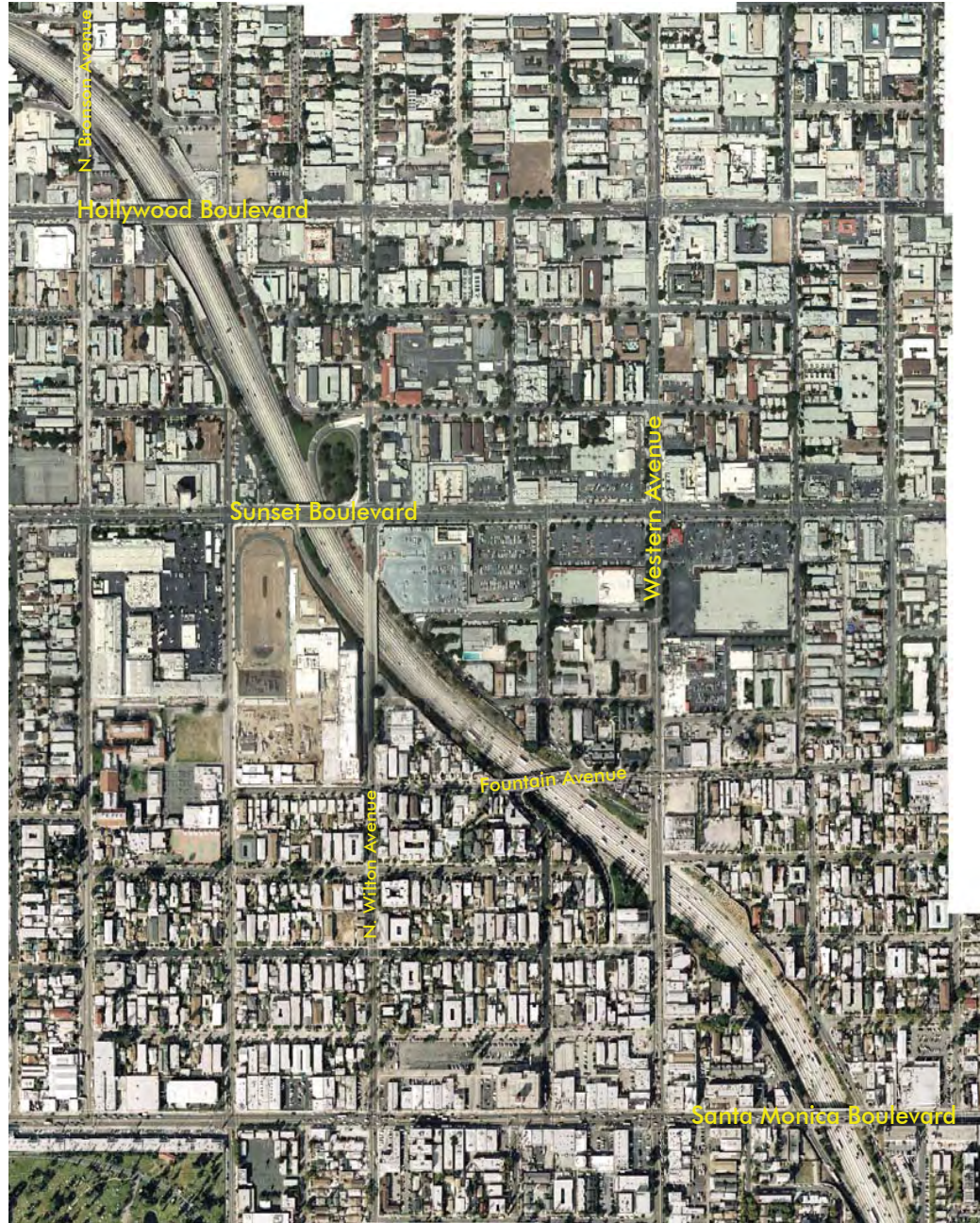


Walk-around and discussion

The background image shows a wide city street lined with tall palm trees under a clear sky. In the foreground, a sidewalk has a few people walking. A Metro sign is visible on the right, listing bus routes 180, 181, and 217. A semi-transparent orange banner is overlaid across the middle of the image, containing the section title. On the left side, there are blue and black geometric shapes and lines that appear to be part of a site plan or map overlay.

3. URBAN DESIGN ANALYSIS

This chapter explains the findings and analysis compiled in the early stages of the feasibility study. By walking, photographing and mapping the entire site the neighborhood's landmarks, amenities, and its unique characteristics were highlighted.



Existing conditions between N Bronson Avenue and Santa Monica Boulevard



Mapping the neighborhood

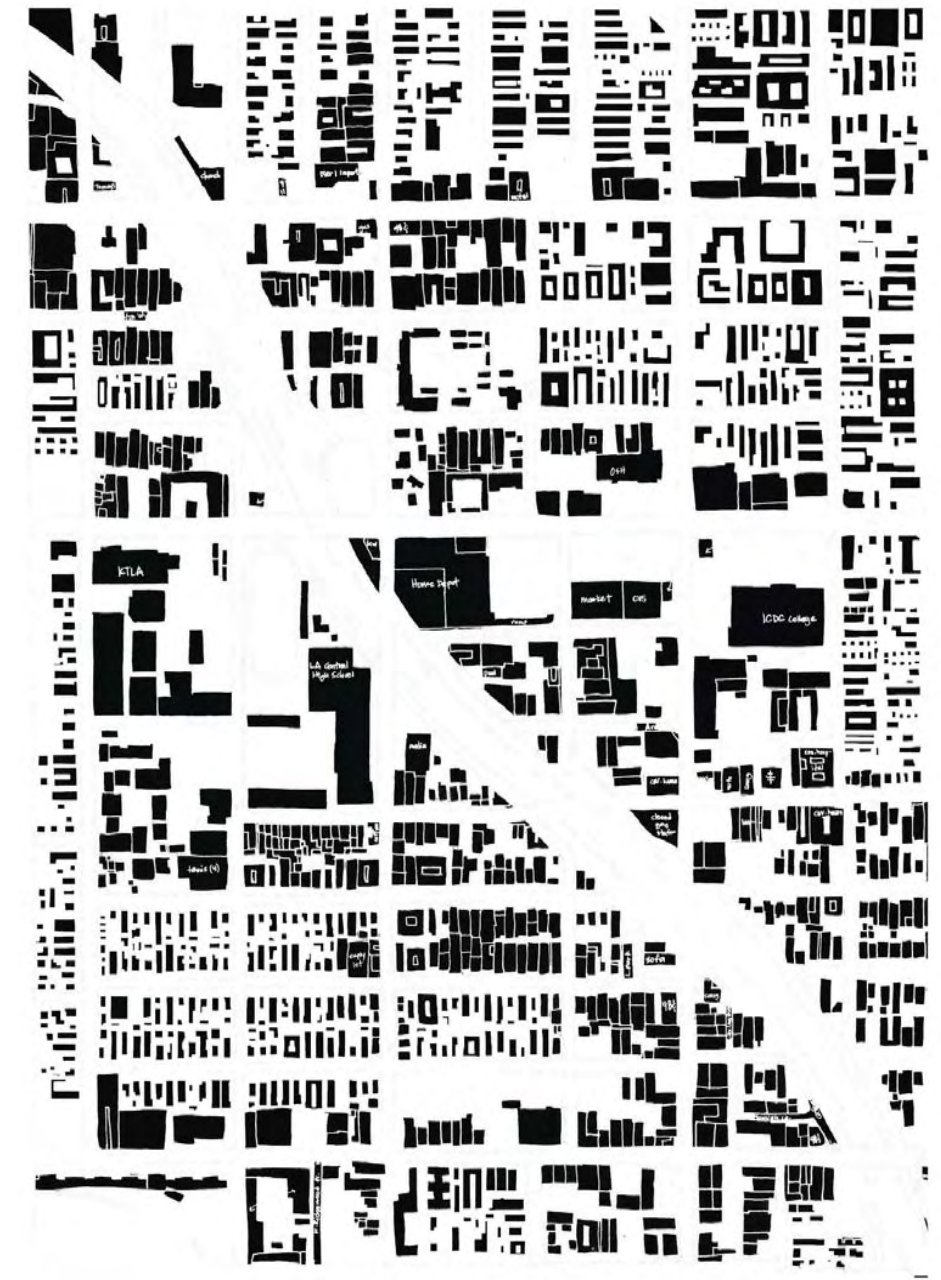
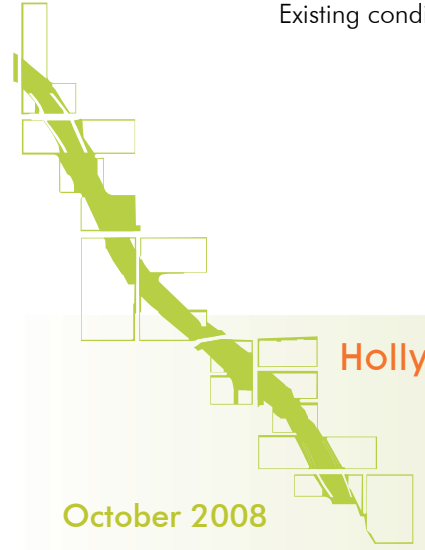


Figure-ground diagram of existing buildings





View north from Fountain Ave overpass

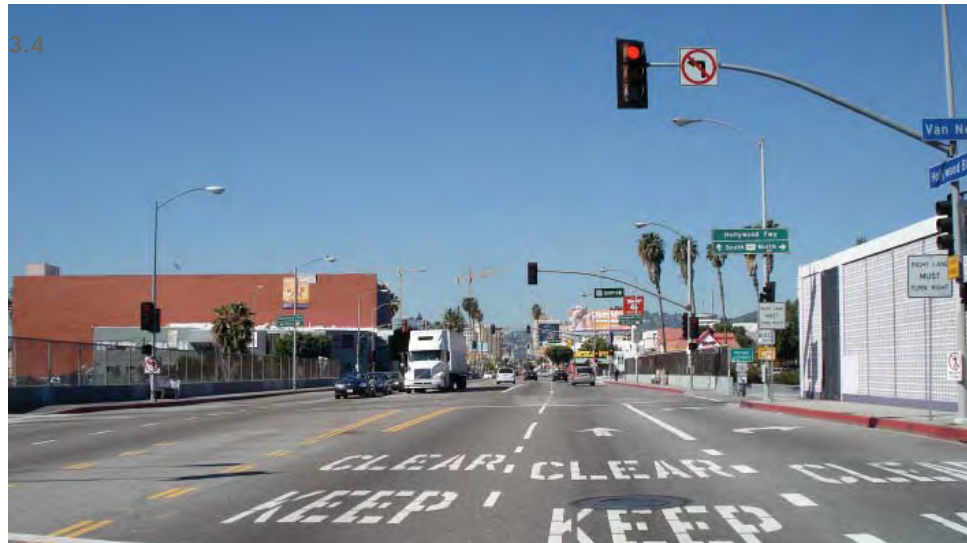
COLLECTING DATA

We begin our work by looking and listening. We find that this is the best way to analyze the project's physical opportunities and constraints in order to better understand the problems we are trying to solve. During the initial phases of analysis we try to collect all available data and conduct as many site visits as possible. The subsequent diagrams illustrate several of the key issues discovered during the analysis phase that guided the conceptual framework for the park design.

The Summary Diagram is a compilation of several diagrams that aim to study key issues such as freeway on and off ramps, major street thoroughfares, and streets interrupted by the freeway. In other words, it is a snap-shot of all factors that have directly or indirectly influenced the current condition of the site and what it may be in the future.

The Figure-Ground diagram illustrates the site's relationship between open and built space. The black areas are buildings while the white areas represent anything existing between the black (streets, green spaces, etc). One may also note the different building sizes and how/where they are configured within the site, giving us a clue as to the different built districts within the area. Lastly, the graphic portrays quite powerfully the gap created from the construction of the freeway and how it separates one side from the other.





View west along Hollywood Blvd



View west along Sunset Blvd

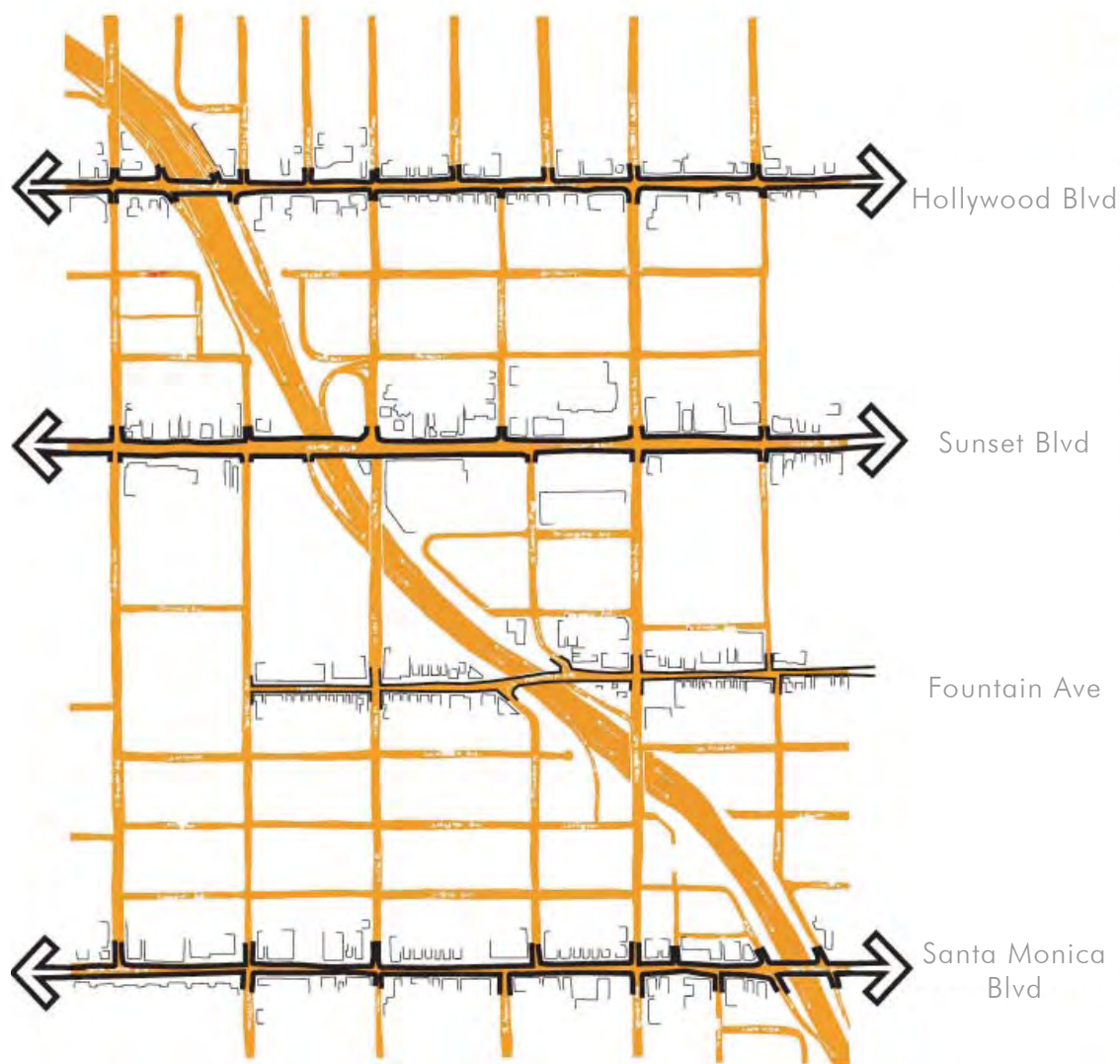


South-bound on-ramp from Hollywood Blvd

ANALYSIS DIAGRAMS

The Major East-West Roadways and the Major North-South Roadways diagrams point out the major vehicular arteries that run through the site. The boldest streets, such as Hollywood Boulevard and Western Avenue, are those that are regionally (and in some cases globally) recognized. They have high daily volumes of traffic, whereas streets like Fountain Avenue serve more as local connectors and see lower daily traffic volumes. Understanding the nature and current function of these streets helps to identify which should remain as they are and which have room to change and adjust as necessary.

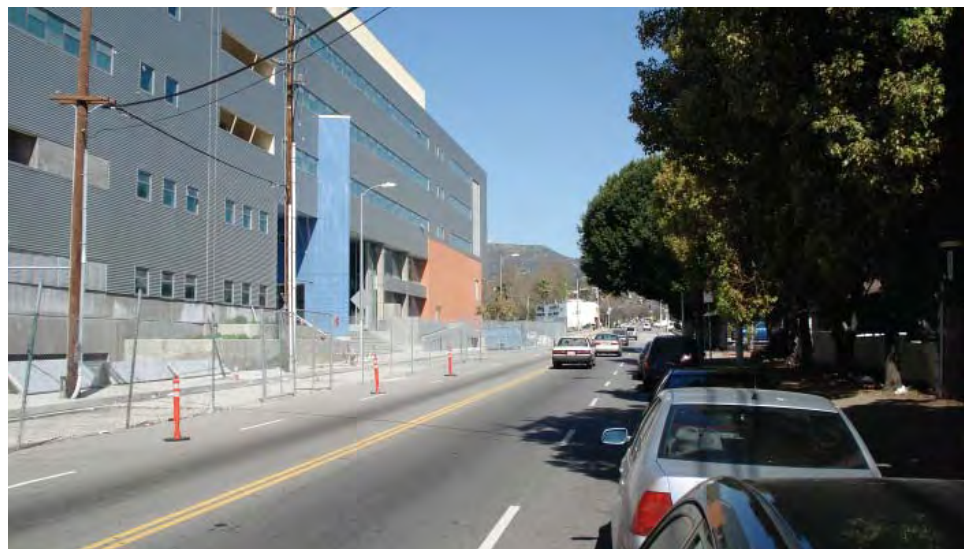
The Freeway Access & Egress diagram illustrates the location and length of the existing freeway on and off-ramps. It is interesting to note that, with the exception of Hollywood Boulevard, there are no streets that offer on and off-ramps in both the north and south directions along the 101 freeway. This has led to a piece-meal arrangement of ramps that makes for a potentially frustrating driving experience to those unfamiliar with the area.



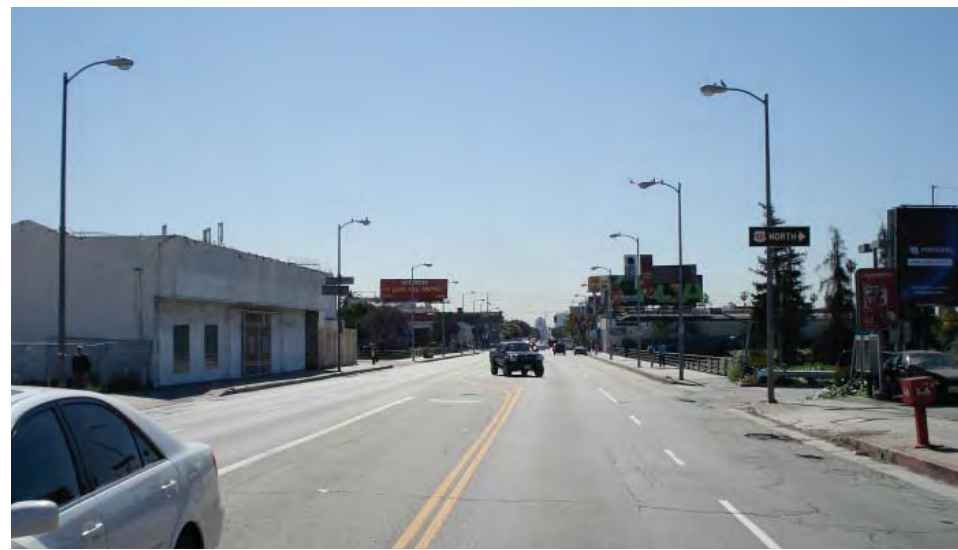
Major East-West Streets



Freeway On & Off Ramps



View north along Wilton Place



View south along Western Ave



Road interrupted by freeway

ANALYSIS DIAGRAMS

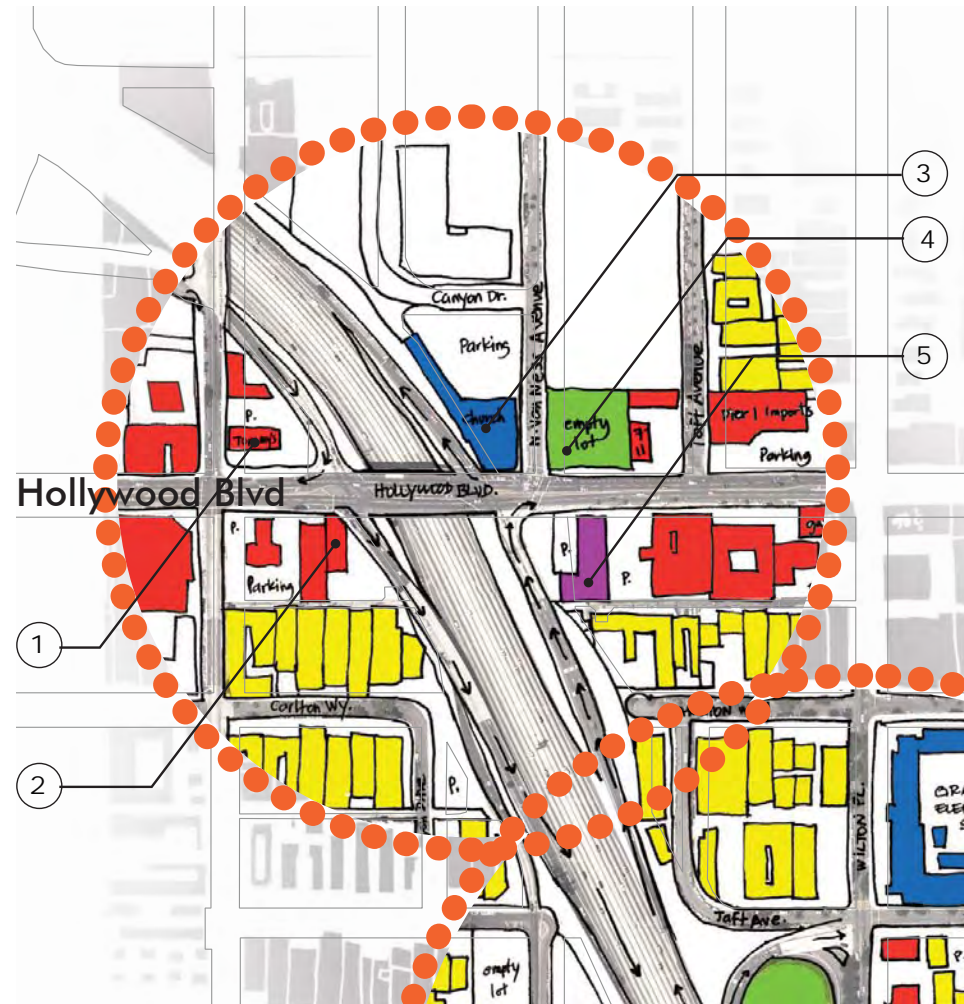
The Streets Interrupted by Freeway diagram shows which streets have been bisected by the construction of the freeway trench. As one may observe, connectivity from one side of the freeway to the other is greatly decreased because these streets no longer continue. This lack of continuity transforms what was once a cohesive network of urban street blocks into two separate pieces that rarely engage each other. Blocks closest to the freeway become anomalous forms that abut the freeway trench creating often awkward street frontages or lack-there-of. Furthermore, the leftover spaces between these dead-end streets and the freeway often become unused, unsafe, and uncared-for spaces with great potential for misuse.



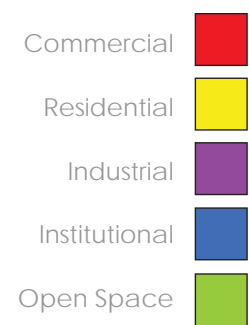
Major North-South Streets



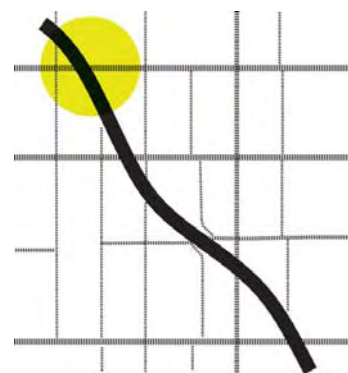
Streets Interrupted by Freeway



Zone A Plan



Land Use Key



Key Map



Panorama- View from 101 freeway on-ramp looking from the north-west to the south-east



1 Tommy's Burger



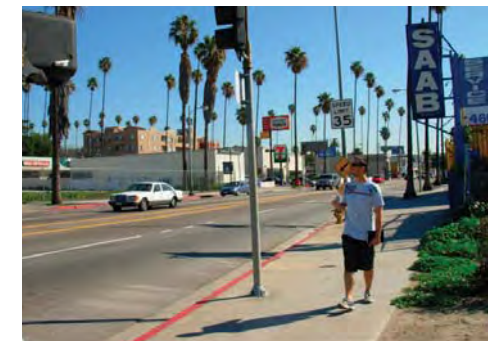
2 Phil Hendrie & Maria Sanchez Center



3 Seventh Day Adventist Church



4 Empty Lot



5 Pedestrian sidewalk along overpass

Character Images

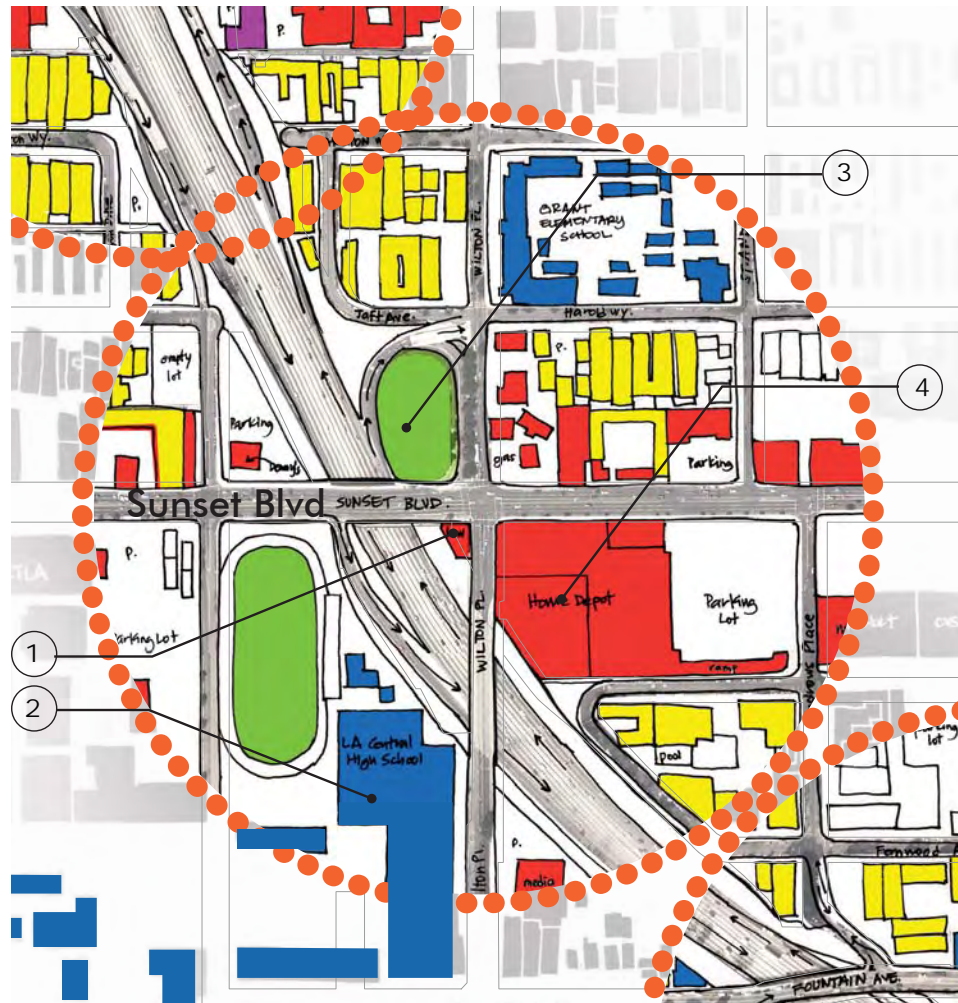
Zone A is probably the most visible of all the zones due to its vicinity to Hollywood's entertainment core. Of the 4 zones we examine here, Zone A is the only one that offers what is called a "diamond" interchange; that is, it has on- and off-ramps in both directions from Hollywood Boulevard.

Programmatically, probably the most popular commercial location within this zone is Tommy's Burger. Although not the location of its founding, this particular Tommy's Burger is well patroned by locals and visitors alike, serving a vast number of people daily.

On the north-east side of the freeway is the Seventh Day Adventist Church. A beautiful building in itself, it is currently blighted by the adjacent empty lot to its east. Empty lots such as this are unfortunately not uncommon throughout the project's surrounding extents.

Located to the west of the south-bound 101 entrance ramp is the Phil Hendrie and Maria Sanchez Center. Also known as My Friend's Place, the center is actually an ex-sweatshop turned homeless assistance shelter. Over the past 15 years the center has assisted over 1,000 homeless youth annually.

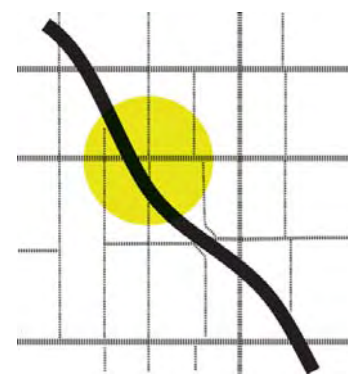
Overall, Zone A is a relatively unfriendly pedestrian situation in marked contrast to Hollywood's entertainment district.



Zone B Plan

- Commercial ■
- Residential ■
- Industrial ■
- Institutional ■
- Open Space ■

Land Use Key



Key Map



Panorama- View from Wilton Place overpass looking south-west to north west

Although Zone B is located along Sunset Boulevard, it's character is very different from the highly commercial feel Sunset possesses to its east and west. This zone is dominated in presence and scale by the newly built Helen Bernstein High School and its football field that are directly adjacent to Sunset Boulevard. Competing with the high school is the large, yet unusable green space to the north and the Home Depot store flanking the site's east side.

Helen Bernstein High School lends an amazing opportunity for the proposed park to interact in ways many of the other existing programmatic elements cannot. The park could potentially provide increased open space to supplement its athletic facilities. When the high school opens, this zone should see quite a transformation in the amount of pedestrian and vehicular activity.

Wilton Place runs north-south along the High School's main entrance but feels rather cramped and as a whole lacks any real attention to the public and pedestrian realm. The Home Depot, which fronts Wilton to the east, faces the street with its vehicular loading docks and therefore seems as a back door.

The forementioned green space to the north of Sunset has great potential as useable open space. One may note from the Zone B Plan drawing that this green space is almost one half the size of the high school's playing field. It seems any design proposal for a park should consider how best to capture this land for public use as an amenity.



① Castalara Multiservices Law Office



② Helen Bernstein Highschool

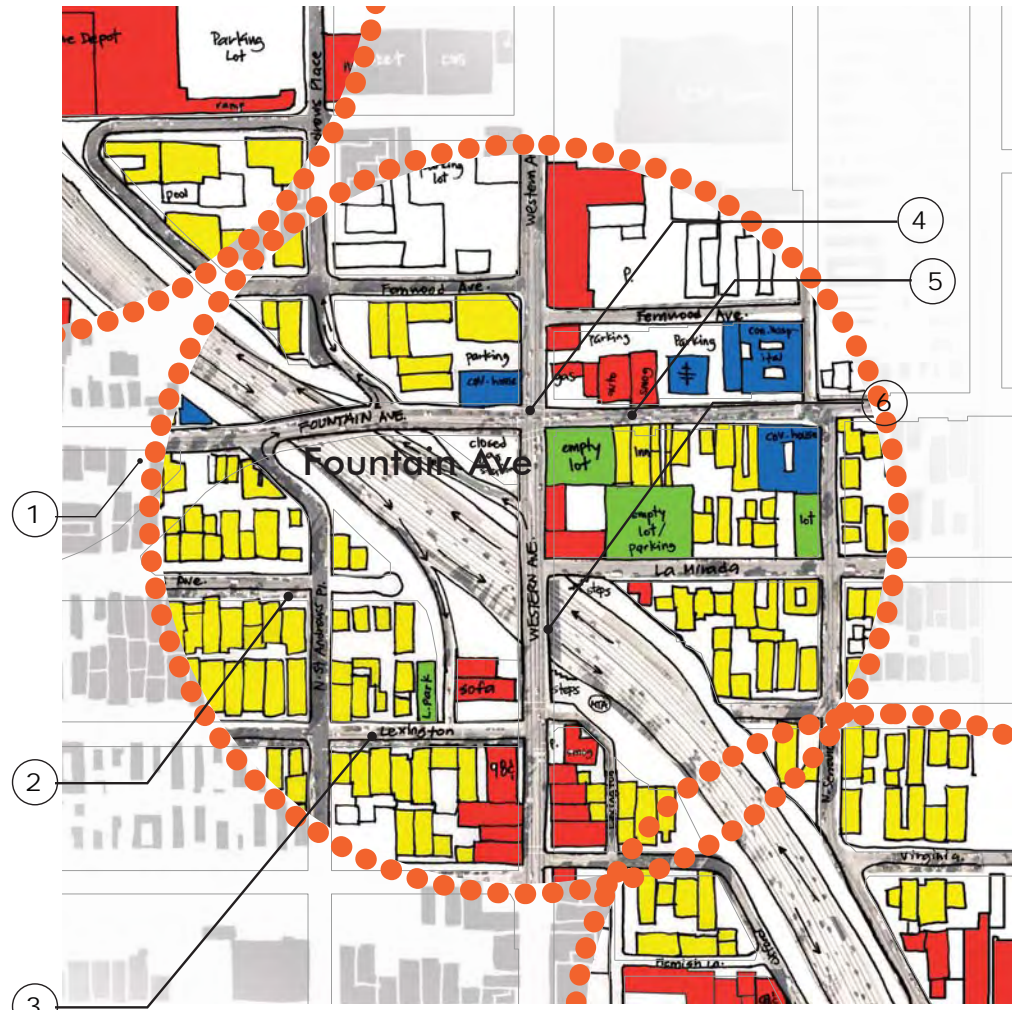


③ Sunset Boulevard exit off 101 heading north



④ The Home Depot

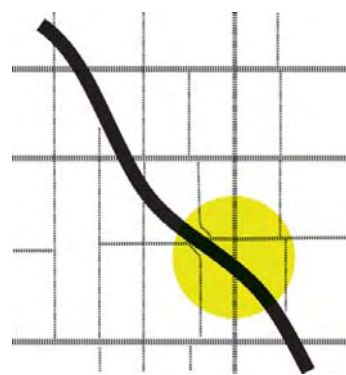
Character Images



Zone C Plan

- Commercial ■
- Residential ■
- Industrial ■
- Institutional ■
- Open Space ■

Land Use Key



Key Map



Panorama-View from 101 freeway on-ramp looking from the north-west to the south-east

Zone C along Fountain Avenue is probably the least commercial of all the zones we describe. However, bisecting this zone is also Western Avenue, which runs north-south and offers an increased amount of retail. As seemingly crucial as an intersection like Western and Fountain may seem, the reality is that it is one of the least attractive in the area, having a dilapidated gas station on its north-east corner, a mortuary on its north-west corner, an empty lot on its south-east corner, and an abandoned gas station on the south-west.

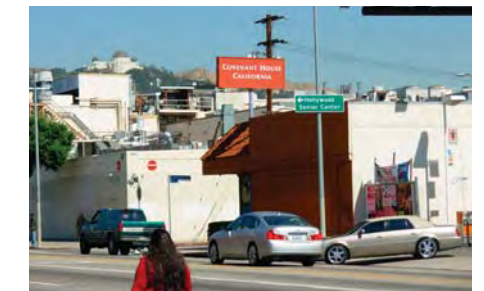
However, one bright spot in the zone's vicinity is the Holy Transfiguration Russian Orthodox Church. Currently being retrofitted, the structure is a local landmark and will be even more appreciated when completed. Another notable location within the zone is the day care center, which serves the local community and integrates well within the area's one to two-story residential character.

Although small urban parks are becoming increasingly popular, Lexington Pocket Park is one of the only parks in this part of Hollywood lending credit to the commonly held belief that that the City of Los Angeles is one of the most park poor cities in the US. At 0.17 acres in size, the park provides no where near the amount of open space needed for the existing community while also providing no where near the necessary diversity of use, catering mainly to children and their parents.

Although Zone C has its problems, it may also have the greatest potential for becoming a successful urban location. It's excellent view to the Griffith Observatory, the presence of the MTA bus transit stop, the great potential of the Fountain/Western intersection and the addition of park space are just a few of the elements that could combine to create a vibrant urban area.



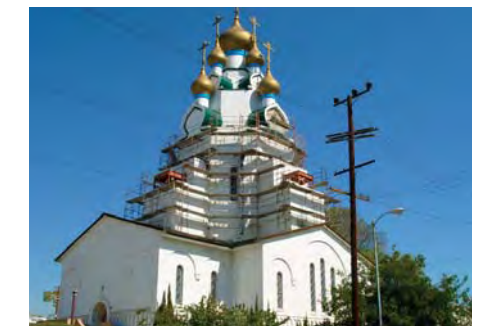
1 Child Day Care Center



4 View to Griffith Observatory



2 Residence



5 Holy Transfiguration Russian Orthodox Church

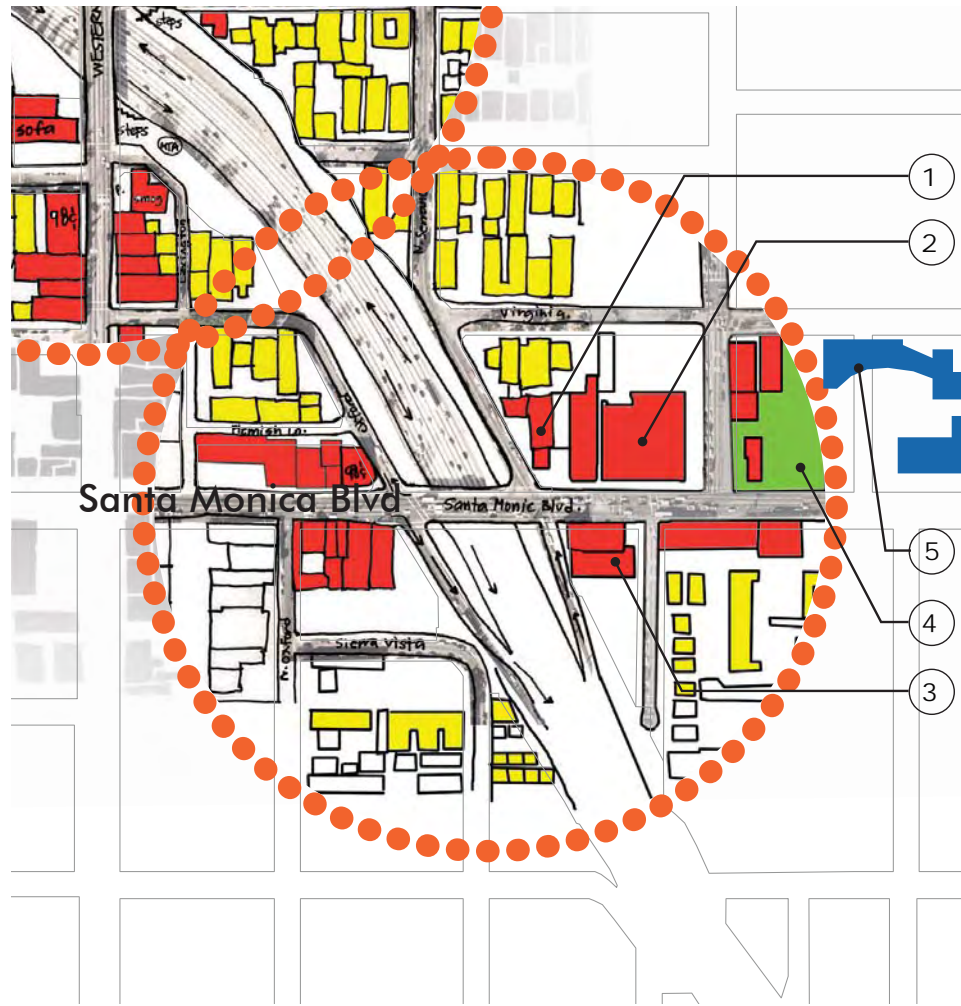


3 Lexington Park



6 Pedestrian Access to 101 MTA Bus Stop

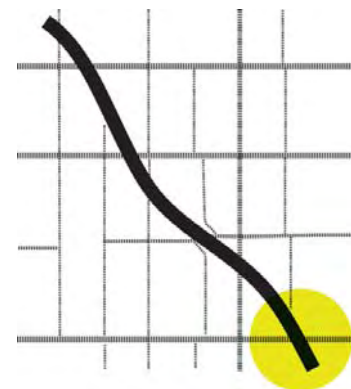
Character Images



Zone D Plan

- Commercial
- Residential
- Industrial
- Institutional
- Open Space

Land Use Key



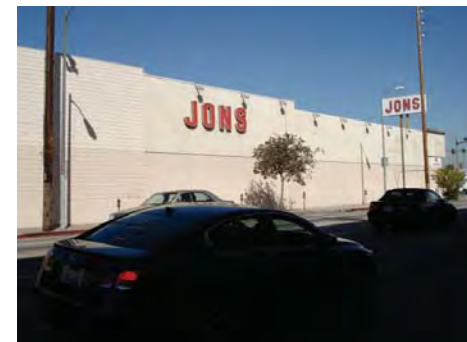
Key Map



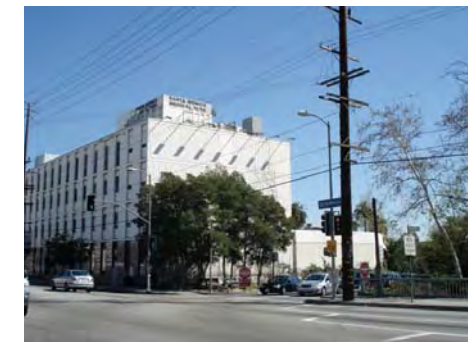
Panorama- View looking north up the 101 corridor from Santa Monica Boulevard



1 Strip Mall



2 JONS Supermarket



3 Medical Offices



4 Open Green Space



5 Elementary School

Character Images

Zone D along Santa Monica Boulevard is one of the most pedestrian friendly zones in terms of the amount and type of commercial opportunities it affords, the strong presence of its local inhabitants, and the mixed programmatic uses offers.

The residential community, seen as yellow in the Zone D Plan drawing, lives close to the commercial corridor that is Santa Monica Boulevard. The residents' close proximity to their commercial needs allows them easy access and the ability to take ownership of the street. The presence of the elementary school, open space, and local services like a supermarket and medical offices makes for a diverse urban environment.

Lacking however, are well-maintained streets, sidewalks, open spaces and shaded areas that make great public environments. As one of the bookends to the proposed park, this zone deserves sensitive design attention to reach its potential as a gateway to the Hollywood Freeway Central Park.



- 27 acres where the existing elevated highway stood and 300 total 300 acres of new park
- \$14.6 billion
- Began in 1991, completed in 2003

Big Dig Park
Boston, MA



- 24.5 acres
- \$475 million in 2004
- City paid a total of \$270 million, The remainder paid by Chicago taxpayers and private.
- Original proposed cost of \$150 million in 1998

Millenium Park
Chicago, IL



- 1.5 mile Elevated Railway
- State and Federal Funds
- Private Foundation (Friends of the Highline)
- Development Fees, 27 Major Developments
- Rails to Trails Program

Highline
New York, NY





- 5 acres
- \$23 million in 1976
- 25% Federal Highway Administration, 18% City Bond, 18% Citizens Initiative for Regional Parks Bond, 39% Private Development
- first freeway park in the United States

I-5 Freeway Park

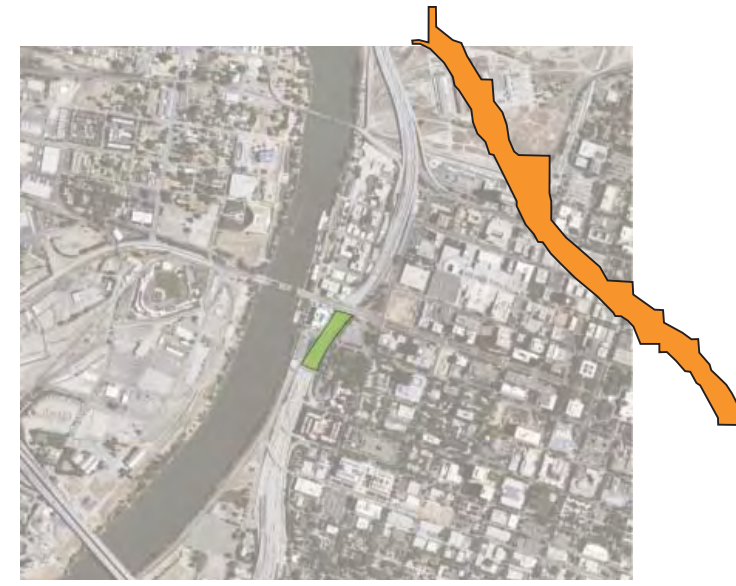
Seattle, WA



- 9 acres
- \$85 million in 2007
- Cultural and iconic vision

Olympic Sculpture Park

Seattle, WA



- 4 acres
- \$250-400 million (not completed)
- \$5 million Federal, \$1 million Local Match, \$300,000 Caltrans Community Planning Grant
- Air Rights, private/Public Funds
- Still in planning phase

I-5 Bridge

Sacramento, CA



- 28 acres
- \$160 million in 1985
- 90% Federal, 10% Other

Mercer Island Lid Park

Mercer Island, WA



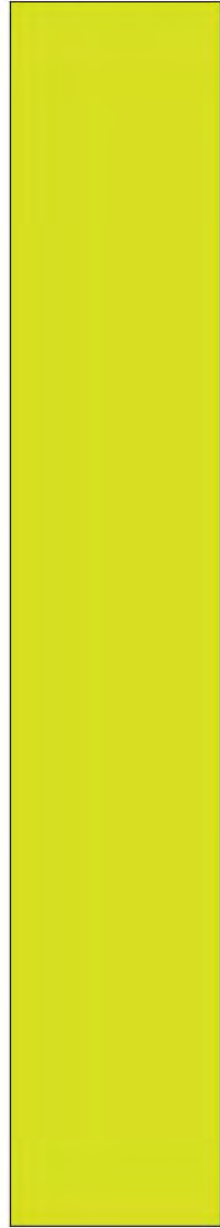
Hollywood Freeway Central Park Feasibility Report

October 2008

PRECEDENT STUDIES

Analysis

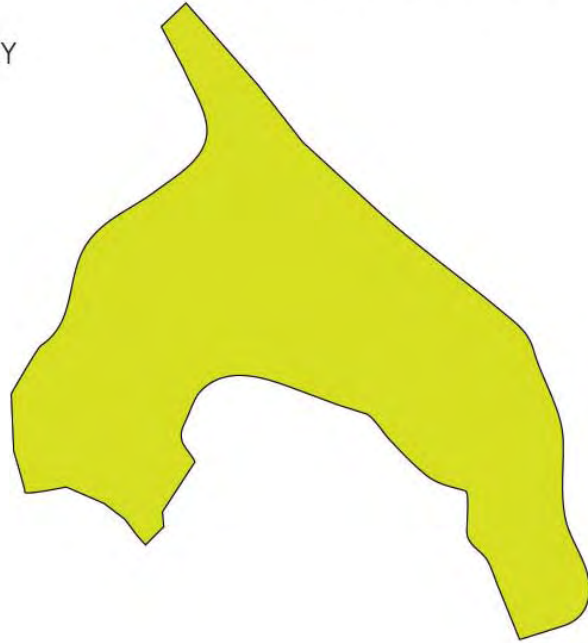
Golden Gate Park, San Francisco, CA



Central Park, New York, NY



Elysian Park, Los Angeles, CA



Huntington Gardens, San Marino, CA



Rancho Park, Los Angeles, CA



Millenium Park, Chicago, IL



Olympic Sculpture Park, Seattle, WA



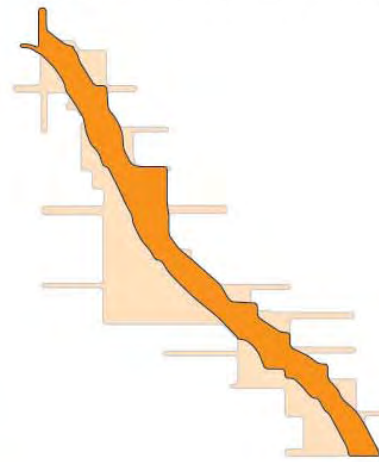
Ocean Avenue Park, Santa Monica, CA



Yokahama Int'l Passenger Terminal, Japan



Hollywood Central Park, Hollywood, CA



Pershing Square, Los Angeles, CA



Mortensen Riverfront Plaza, Hartford, CN



Phoenix Deck Park, Phoenix, AZ



Big Dig, Boston, MA



Seattle Freeway Park, Seattle, WA



110 Freeway Tunnel, Los Angeles, CA



210 Freeway Cap, Memorial Park, La Canata, CA



This study shows the size of Hollywood Freeway Central Park in comparison to other parks around the world.

1 Greek Theater, Los Angeles, CA



4 Olympic Sculpture Park, Seattle, WA



2 Music Center Plaza, Los Angeles, CA



5 Millenium Park, Chicago, IL



3 Japanese Garden at the Huntington, San Marino, CA



6 Freeway Park, Seattle, WA



This study shows how various program elements can fit into Hollywood Freeway Central Park. Elements were chosen according to the desires and concerns expressed by the community during outreach meetings.



4. ENGINEERING CONSIDERATIONS

The following discussion, spearheaded by DMJM Harris, addresses the engineering challenges, constraints, and solutions for the determination of the physical and operational feasibility of the Hollywood Freeway Central Park.

ENGINEERING CONSIDERATIONS

The construction of a park deck over the US-101 freeway is a unique concept and requires special considerations to successfully accomplish the objective of the feasibility study in order to move further into project development. Some considerations include the following:

- Caltrans approval of the proposed construction of a park deck over the 101 freeway
- Study and identify means to minimize adverse impact of freeway traffic flow during the construction and improve overall traffic flow through the area after the completion of the project
- A structural system that properly integrates the existing freeway bridge interchanges with the proposed park deck
- Maintain or improve the existing vertical and horizontal clearances between the park deck and the freeway mainline and the on and off ramps
- Minimize impact to existing local utilities and freeway facilities such as the pump stations within the vicinity of the proposed project limits
- Analyze and propose construction techniques to meet the project constraints
- Propose parameters for the development of a project specific design criteria to be utilized during the final design phase of the project

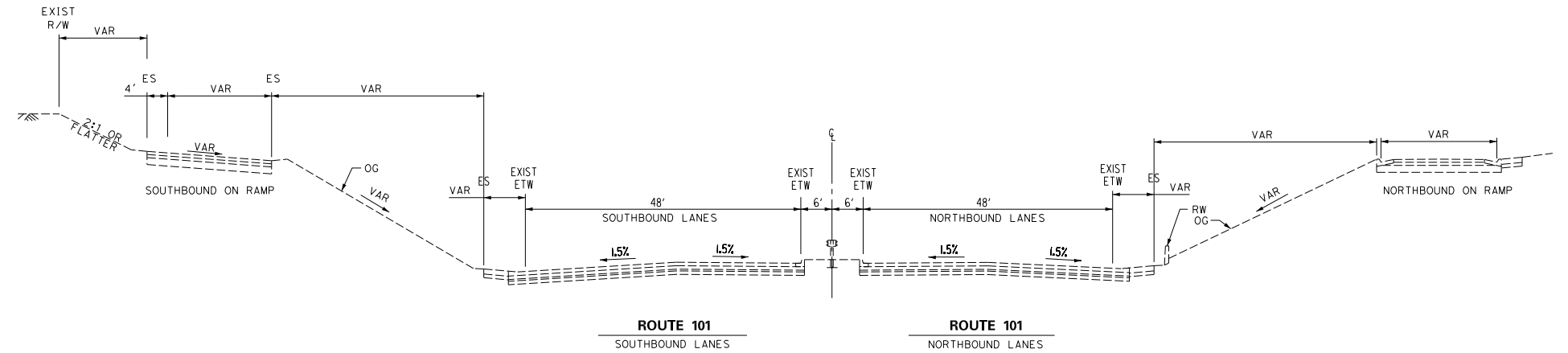


Figure 3.1 - Existing Freeway Typical Section Between Santa Monica Boulevard and Romaine Street

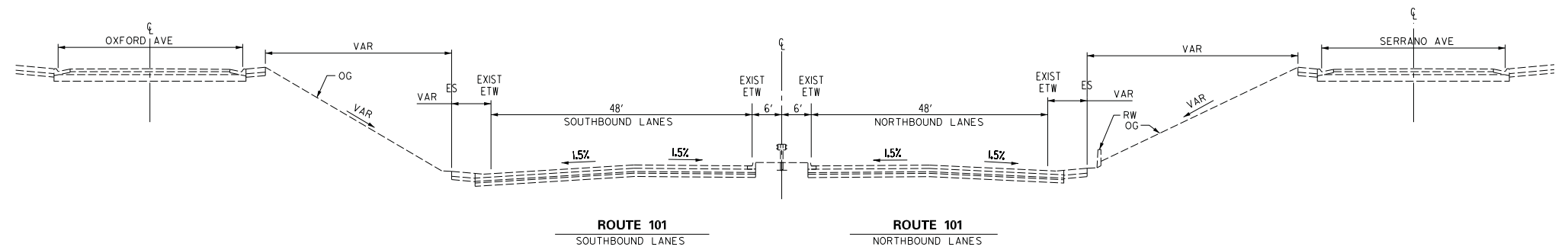


Figure 3.2 - Existing Freeway Typical Section Between Santa Monica Boulevard and Virginia Avenue

EXISTING FREEWAY CONFIGURATION

The existing mainline freeway within the project limits carries four lanes of traffic in each direction. At the north end, a northbound auxiliary lane connecting the Hollywood Boulevard on-ramp to the Gower Street off-ramp forms a fifth lane. Existing typical sections of the freeway within the project limits are shown in Figures 3.1 through 3.7.

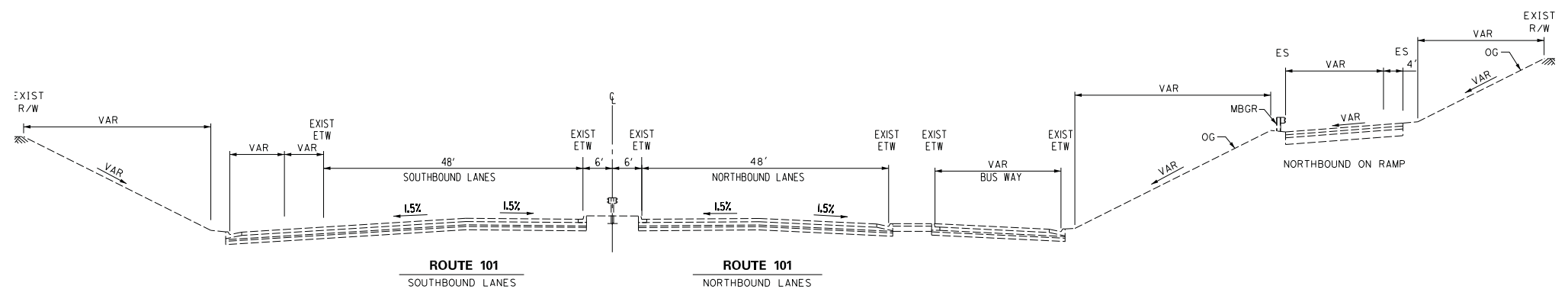


Figure 3.3 - Existing Freeway Typical Section Between Western Avenue and Fountain Avenue

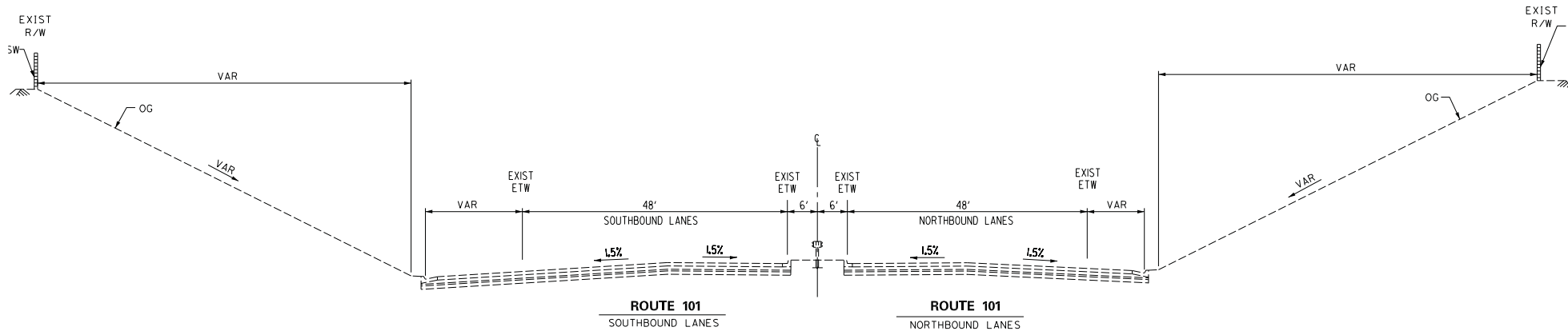


Figure 3.4 - Existing Freeway Typical Section Between Fountain Avenue and Wilton Avenue

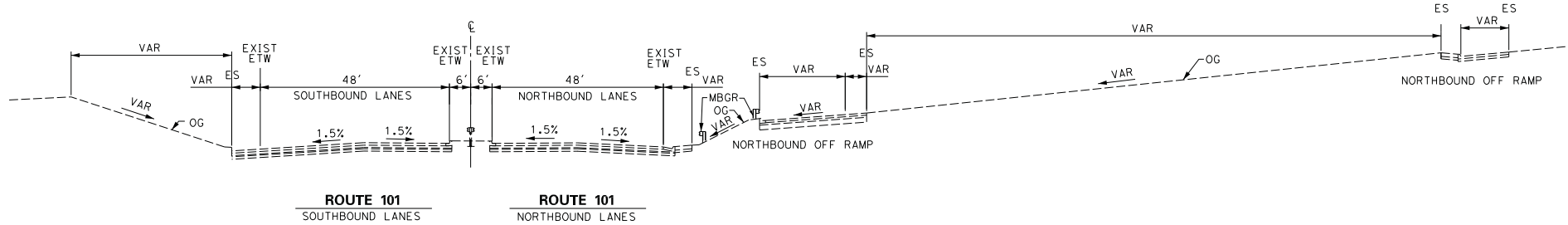


Figure 3.5 - Existing Freeway Typical Section Between Sunset Boulevard and Harold Way

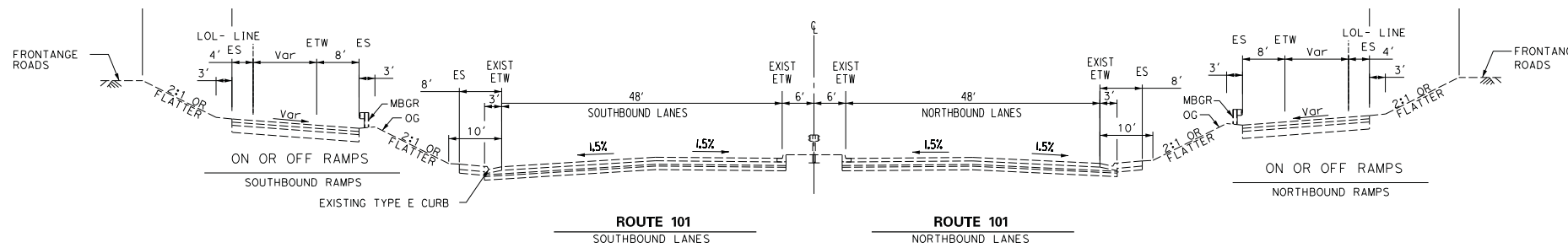


Figure 3.6 - Existing Freeway Typical Section with On-ramp and Off-ramp

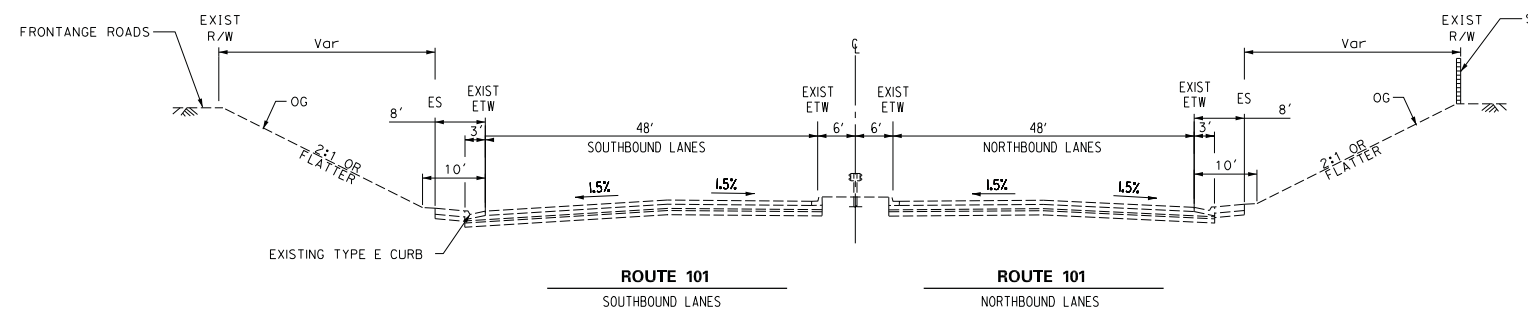


Figure 3.7 - Existing Freeway Typical Section without On or Off-ramps

Existing Sub-Standard Conditions

There are a few existing sub-standard features within the limits of the proposed project that can be visually identified. Some of these non-standard features include the following:

- Lack of inside shoulders
- Sub-standard shoulder widths for the outside shoulders
- Isolated off ramps at Santa Monica, Sunset, and Western
- Non-standard vertical clearance of 14'-10" over the bus lane at the Western Avenue Overcrossing

The highway Design Manual recommends 10-foot wide shoulders and discourages the use of isolated off-ramps. And the minimum vertical clearance requirement over a freeway facility is 16'-6".



Figure 3.8 - Existing Western Avenue Overcrossing with Sub-standard Vertical Clearance

Upgrading the freeway facilities within the project limits is an issue that needs to be coordinated with Caltrans during future phases of the project and is not a part of this feasibility study. This park can either be built leaving the current freeway configuration unchanged or the upgrading of the freeway can be undertaken by another agency such as Caltrans at the same time the construction of the park is underway or could be made an integral part of this project. The funding, design, and construction of the freeway upgrades should be discussed and coordinated with Caltrans during future phases of the project when more engineering work has been undertaken.

Existing Bridge Structures

There are seven bridge structures that cross the US101 within the project limits. These structures include the following:

- Bronson Avenue Overcrossing (Bridge No. 53-724)
- Hollywood Boulevard Overcrossing (Bridge No. 53-678)
- Sunset Boulevard Overcrossing (Bridge No. 53-677)
- Wilton Place Overcrossing (Bridge No. 53-731)
- Fountain Avenue Overcrossing (Bridge No. 53-722)
- Western Avenue Overcrossing (Bridge No. 53-676)
- Santa Monica Boulevard Overcrossing (Bridge No. 675)

Except for Bronson Avenue and Fountain Avenue freeway crossings all other crossings are freeway interchanges that have on and off ramp connections to the freeway mainline. Since the park deck will be used primarily by pedestrians and the existing overcrossing structures by the vehicular traffic, proper integration of the existing interchanges with the proposed park deck over the freeway is an important design aspect.

The existing Bronson Avenue Overcrossing was built in 1973 and is considered to be a newer structure. The remaining structures were built in 1948 and 1950. The useful life of these structures is about 75 years. Therefore, most of the existing structures have been in service for over 58 to 60 years. The current project proposes constructing new structural systems between these structures. It should be noted that once the new park project is constructed replacement of the existing bridges would be very

challenging.

If the existing structures are to remain in place, they would need to be analyzed for seismic loads and would most probably require seismic retrofit. Furthermore, for the park to have a continuous surface along the freeway and across the existing bridge structures, the vertical profile of the cap park will have to match with the vertical profile of the existing structures should it be decided to keep these structures in place. The vertical profile of the existing structures barely provides for the required vertical clearances over the freeway and there is a sub-standard vertical clearance under the Western Avenue Overcrossing. Also, judging from the fact that a steel I girder structure was used to replace the Bronson Avenue Overcrossing in 1973 one can infer that sufficient vertical clearance is not available for falsework if a cast-in-place type of a structure were to be used. It should also be noted that if the "Max Deck" option is used then the abutments for the new park structure will need to be constructed on top the freeway embankment and most of the existing structures can not be connected to the new park structure because the abutment face of most of the existing structures are at the edge of the freeway shoulder. This is also true if the "Gap Deck" option shown in Figure 3.11 is used and it would not be possible to match the span lengths of the existing structures with the span length of the new cap structure. These existing structures would not allow for future widening of the freeway either. Considering these issues and understanding that the existing structures are a small portion of the overall freeway cap structure, it may be prudent to replace these structures during the construction of this project. However, this recommendation should be fully reconsidered in the future phases of the project when more accurate geometric data is available and further coordination has been conducted with Caltrans.

Existing Utilities

The scope of this project did not include a search for the utilities in the project area. Nor did it include identification of the utilities that need to be protected in place or relocated. We have identified the utilities that are shown in the bridge as-built plans. If the existing bridges are to remain then this project would not have any impact on these utilities. If these bridges are replaced, then during the future phases of this project provisions must be made to relocate the utilities in the new structure. Also of concern are the utilities that need to remain in service during

construction. The existing utilities are:

Bronson Avenue Overcrossing

- Six 4" Power ducts
- 12" Diameter Waterline

Hollywood Boulevard Overcrossing

- Power
- Telephone
- Water
- Gas

Sunset Boulevard Overcrossing

- 6" Diameter gas line
- 36" Diameter water line
- Telephone
- Power

Wilton Place Overcrossing

- Water
- Storm drain
- Power

Fountain Avenue Overcrossing

- Water
- Power
- Fire and police alarm conduits (in sidewalk)
- Lighting (in sidewalk)

Western Avenue Overcrossing

- Gas and water
- Storm Drains (2 conduits)
- Telephone (in sidewalk)
- Lighting (in sidewalk)
- Telecommunication conduits (in Sidewalk)

Santa Monica Boulevard Overcrossing

- No utilities are identified in the as-built plans.

Since the scope of the utility work is not fully known at this stage the costs proposed for the construction of this project do not include any utility work.

Existing Pump Station

There is an existing pump station located between the Fountain Avenue and Western Avenue that needs to remain in operation after the construction of the proposed project. Appropriate measures must be made to provide access to this pump station. There are a few approaches that may be taken to maintain the access to this facility. Currently a stair case provides access to this station from the top of the freeway embankment to the freeway mainline level, where the pump station is situated. If the "max deck" option is used and the cap park structure is extended all the way to the top of the slope, then access opening on top of the superstructure must be made with stairs that extend between the cap park superstructure to the freeway mainline level. Alternatively, there can be cut out on the cap park structure that leaves the top of the existing stair case open and the pump station is accessed using the existing stairs.

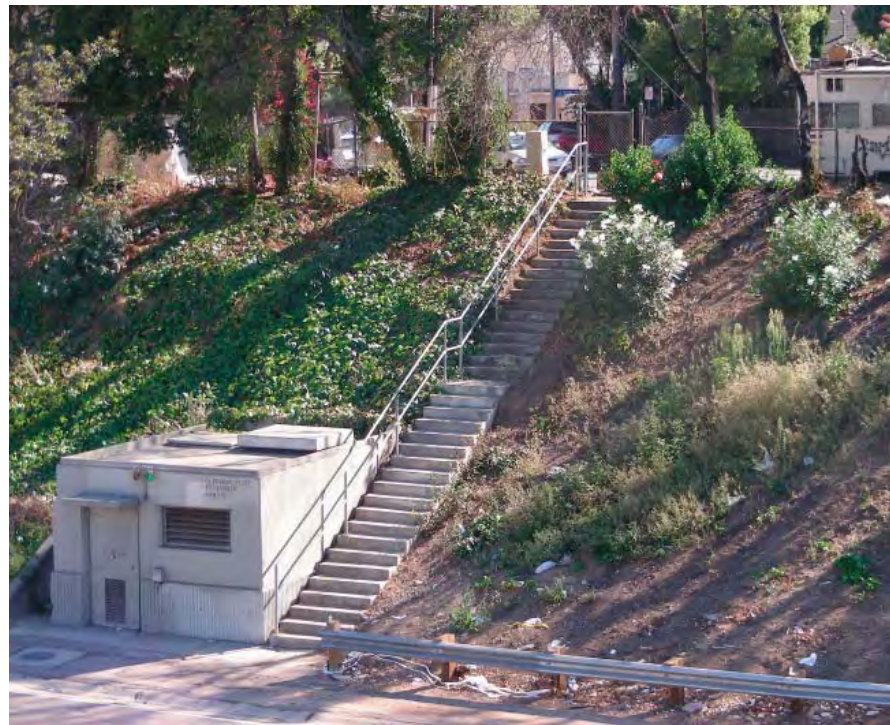


Figure 3.9 - Existing Pump Station

Structural Engineering Considerations

Since the major part of the project will be constructed on bridge structures, the type and configuration of the structure will have a major impact on the overall cost of the project. The following major structural items are of particular importance for this project and should be given special consideration:

- Deck support configuration at the edges of the cap park
 - Ventilation
 - Fire life safety
 - Environmental impacts (primarily air quality)
- Structural type and configuration
- Structural depth
- Upgrading impacted existing facilities to current standards

Deck Support Configuration

A continuous deck support that joins the existing ground at the top of the current freeway slopes (identified as "Max Deck" configuration in this report) will require a continuous abutment type of a support. That will essentially convert the freeway segment below the cap park into a tunnel (see Figure 3.10).

A tunnel will substantially increase the challenges on the project by requiring special considerations to address the ventilation, fire and life safety, and air quality within this stretch of the freeway. It will also limit the future freeway widening. A tunnel will also eliminate natural light within the project limits in the freeway area. The advantage of having a continuous deck support that joins the existing ground at the top of the current freeway slopes is that it will provide a continuous non-constrained access to the park from all the adjoining areas.

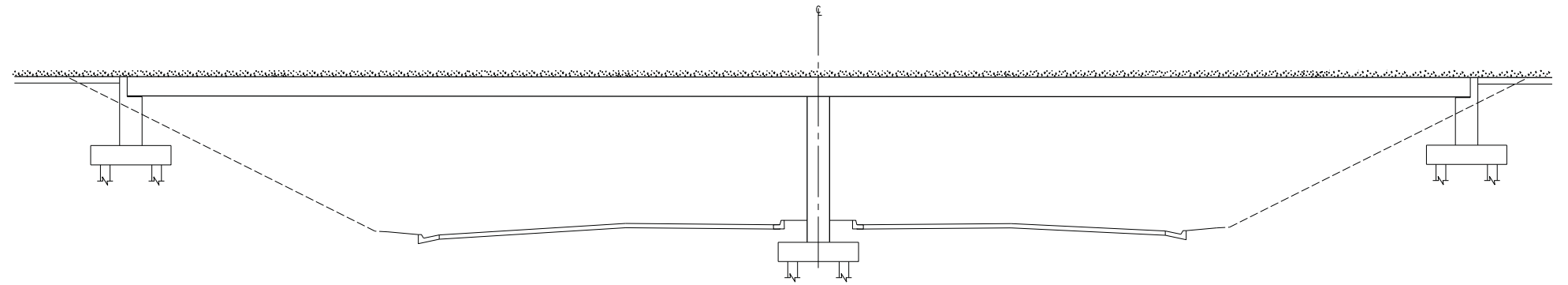


Figure 3.10 - Freeway Cap Park Structure with "Max Deck" Option

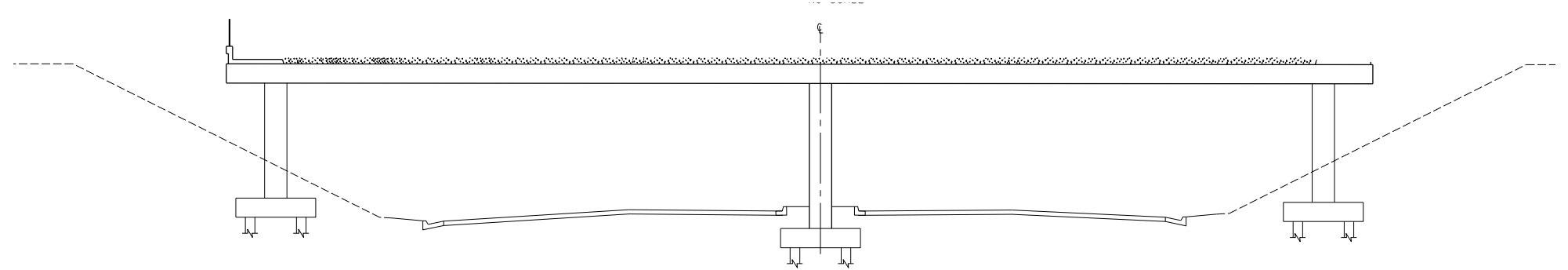


Figure 3.11 - Freeway Cap Park Structure with "Gap Deck" Option

Another alternative to the “Max Deck” is a “Gap Deck”. This alternative is shown in Figure 3.11 on the previous page.

The edges of the proposed cap park can be supported on discrete columns. This will however require that the edges of the park be located away from the existing top of slope and a gap be maintained between the top of the slope and edge of the park structure. This would therefore require specific discrete connections between the park and the adjacent surrounding areas. The advantages of using this approach would be elimination of requirement for special artificial ventilation system; easier freeway access into the freeway area during an emergency; improved air quality and amount of natural light to the freeway below.

Structural Types

The structural type will be a major factor in determining the overall cost of the project. The following structural types are suitable for this site and need to be considered in determining the cost associated with their utilization in this project.

- Cast-in-place prestressed (CIP/PS) box girder structure - A typical section of a CIP/PS box girder structure is shown in Figure 3.12. This is the most commonly used type of bridge structure in California. They usually prove to be more economical compared to other structural types. Generally, architectural treatments can easily be incorporated into this type of structures making them more aesthetically pleasing. CIP/PS box girder structures also perform well in a seismic event. Construction of cast-in-place structures will require falsework. To allow continuous flow of traffic on the freeway during construction of CIP/PS box girders; falsework openings must be provided. Provisions must be made to provide for the structural depth plus falsework depth and still provide the minimum vertical clearance requirements both during construction and the final structure. The suitability of using CIP/PS box girder type of a structure for this freeway cap park project must be examined in light of the following:

- Aesthetics – Since the structure will be over 1-mile long (dimension along the freeway centerline and may be considered the width of the structure) only the two ends of it will be visible to the traveling public. Therefore, only the two ends of the structure need to receive special architectural treatment. And hence the flexibility of accommodating architectural treatments that CIP concrete structures provide may not be a major consideration factor for this project.
- Falsework – An extensive amount of falsework will be required to construct this 1-mile long structure. Temporary closure of the freeway will be required during erection of the falsework. Extensive amount of work and material will also be required to construct the required falsework openings that would allow continuous flow of traffic during construction. The amount of work associated with the falsework construction may very well erase any savings that is usually achieved using this type of structure. Furthermore, construction of falsework in some areas may not be feasible because accommodation of the falsework components would require closure of a freeway lane.

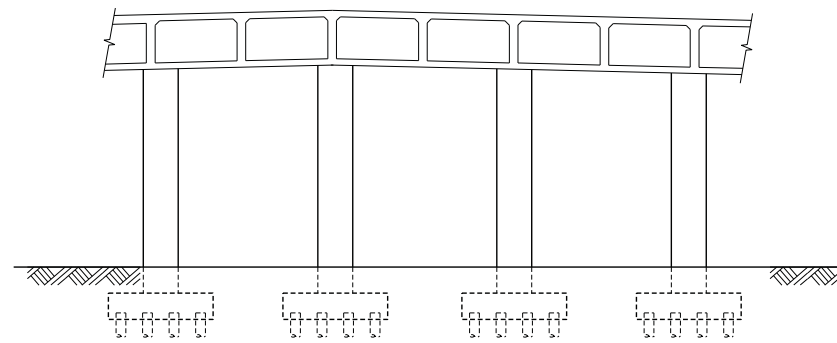


Figure 3.12 - Typical Section for CIP/PS Box Girder Structure

Therefore, CIP/PS box girder structures that usually prove to be the most economical type of bridge structures may most likely be more expensive than precast options described below. Also, judging from the 1973 replacement of Bronson Avenue Overcrossing where steel I girders were used one can infer that there may not be sufficient vertical clearance

available to construct a CIP concrete structure without raising the existing street roadway profiles. If the existing roadway profiles are raised, the modifications to the street profiles need to be carried further way into the adjacent areas substantially increasing the project costs.

- Precast prestressed I girders or Bulb Tee girders – As described above the erection of falsework or the profile of the cap structure may become an issue and a feasibility factor. Therefore, the next viable alternative would be the use of precast prestressed girders (see Figure 3.13) that would prove to be more economical given the project constraints. There is however a limitation in the length of the girders that can be transported to the site. As such any girder longer than 120 feet needs to be spliced at the site. Depending on the final configuration of the cap park this span limitation may not restrict the use of precast girders for this project since our visual inspection of the site and the limited amount of as-built plans available to us indicate that span lengths will be in the range of 100' to 115'. Precast girders usually cost about the same as CIP/PS box girders but will require complete closure of the freeway during their erection. However, given the current project constraints discussed above, precast girders may very well prove to be less expensive. Since erection of the girders will require complete closure of the freeway, this can take place during night hours when the freeway closure would not have a major adverse impact to the community.

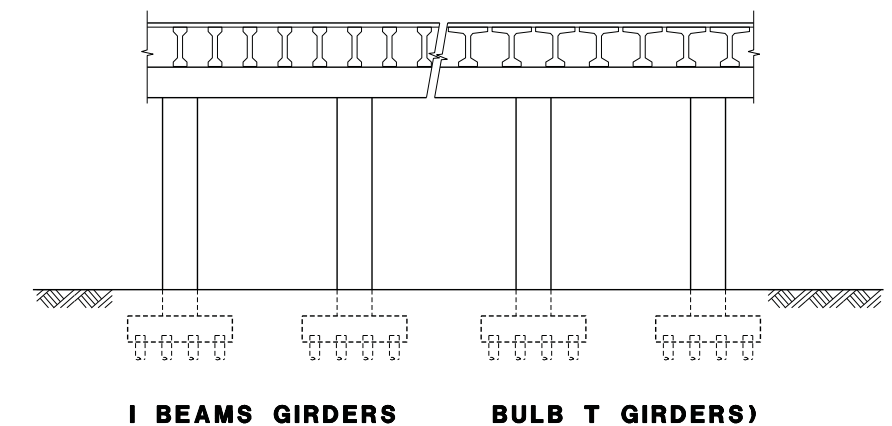


Figure 3.13 - Typical Section for PC/PS I or Bulb T Girder Structure

- Precast prestressed box girders – This type of structure has similar advantages and disadvantages as the above discussed I or bulb T girders except that since the boxes are placed next to one another, good construction quality control will be required to eliminate the mismatching of adjacent girders. This would provide very little construction tolerance and since a large number of these girders would be used in the construction of the park structure this may prove to be a big disadvantage and may eliminate this option. Therefore, a closer examination of viability of using this option should be made during the future phases of this project.. However, for this project, precast box girders have one advantage over I or bulb T girders. I or bulb T girders will require a concrete deck but since most of the deck for the proposed project will be covered by soil for planting trees and vegetation and will not be used as a riding surface for vehicular traffic, a concrete deck will not be needed if precast box girders are used. As shown in Figure 3.14, the boxes are placed adjacent to each other and restrained in the transverse direction. The spaces between the girders are then grouted. A waterproofing material should be placed on the top of the boxes prior to placing soil on top. This would eliminate the need for a concrete deck and expedite the project’s construction.

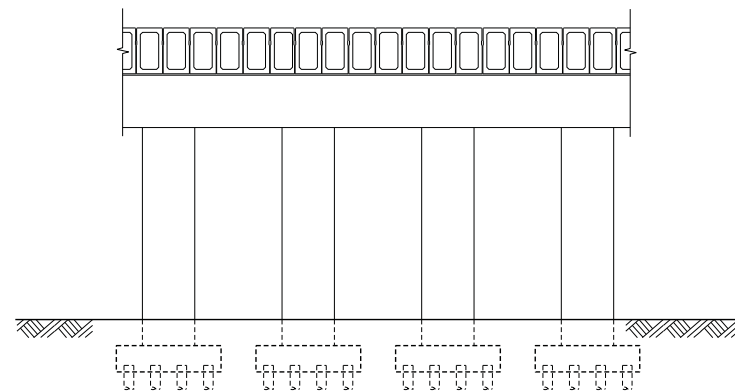


Figure 3.14 - Typical Section for PC/PS Box Girder Structure

- Steel Girders - A typical section for a steel girder bridge structure is shown in Figure 3.15. Steel structures have a high initial and high life cycle cost. It is also more difficult to have special architectural treatments on the

steel girders. These types of structures are usually suitable for long spans where precast girders would not be suitable. The steel girders also require shallower depth and become very useful at sites where there is a substantial vertical clearance constraint.

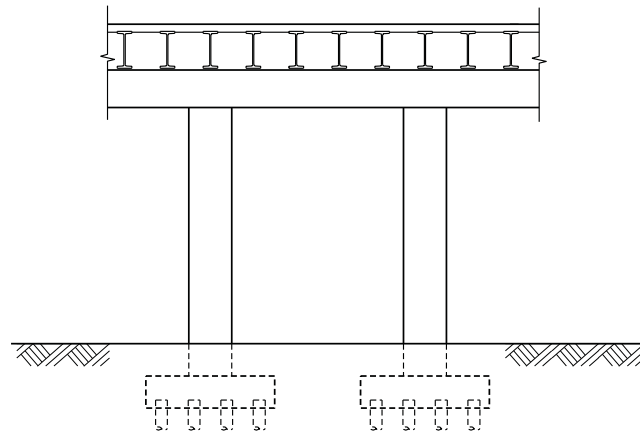


Figure 3.15 - Typical Section for Steel I Girder Structure

Designing for a construction technique that will cause the least amount of interruption to the flow of freeway traffic will be a consideration that must receive particular attention early on. At locations where falsework constraints exist, construction techniques such as utilization of precast or steel members that do not require falsework during construction should be given special attention.

A certain amount of structural depth will be required to support the cap park structure. The following is the usual depth to span ratios for each of the structural types discussed above:

Structural Type	Depth to Span Ratio
CIP/PS Box Girder	0.04
PC/PS I or Bulb Tee	0.05
PC/PS Box Girder	0.06 (w/o concrete deck) 0.045 (w/ concrete deck)
Steel Girders	0.045

Over and above the required structural depth to support the proposed park deck, provisions must also be made to install tree planters within

the park deck. Minimum vertical clearance must be maintained not only between the bottom of the park deck and the roadway below but also to any planters that may be deeper than the park deck itself. Structural supports such as piers or columns should be constructed at locations that would not compromise traffic flow and would reduce the structural span of the park deck and its required structural depth. This will allow for the optimal vertical clearances over the existing roadway.

New Configuration of the Cap Park Structure

To get an overall understanding of the structural configuration throughout the length of the project, typical sections at various locations are shown herein:

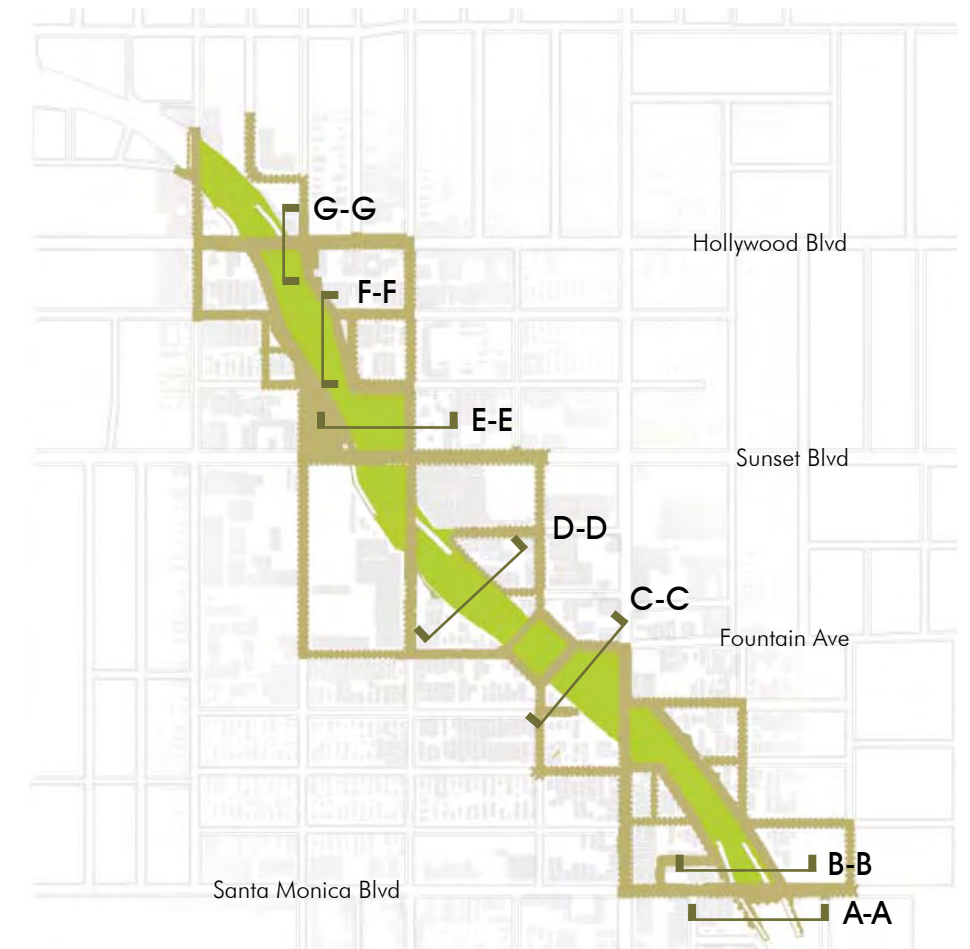


Figure 3.16 - Section Location Key Map

4.8

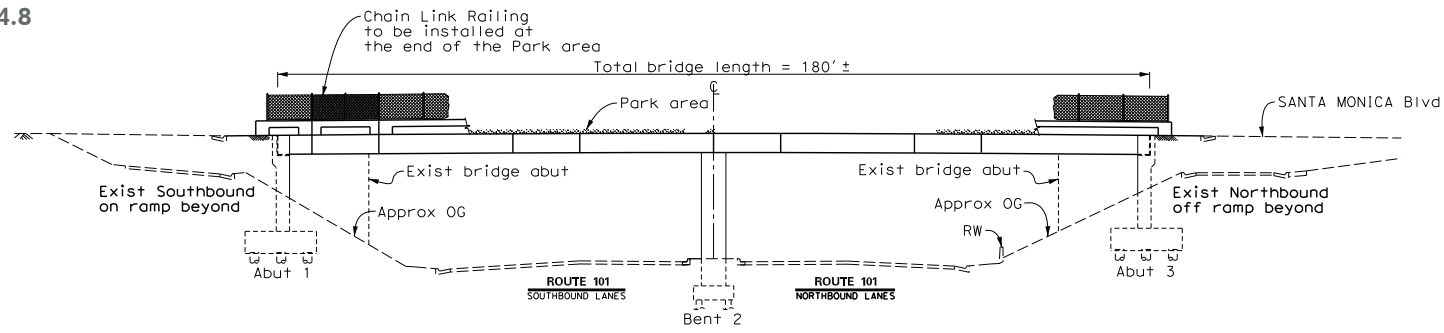


Figure 3.17 - Typical Section A-A

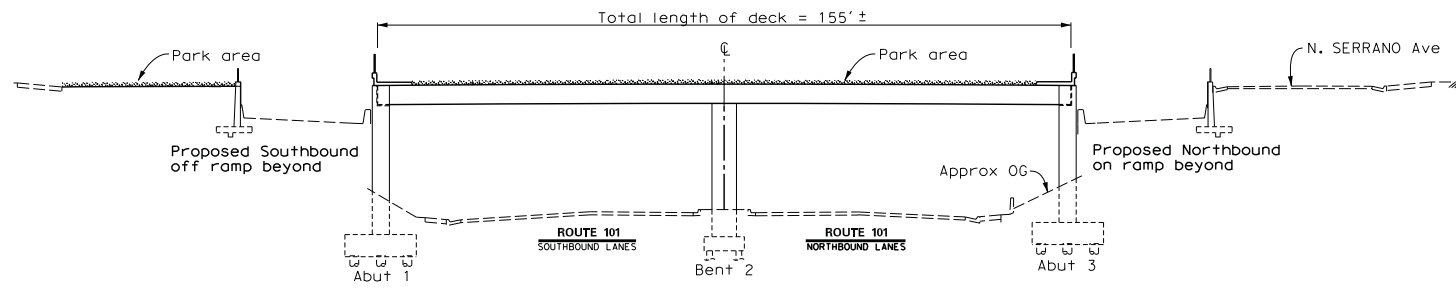


Figure 3.18 - Typical Section B-B

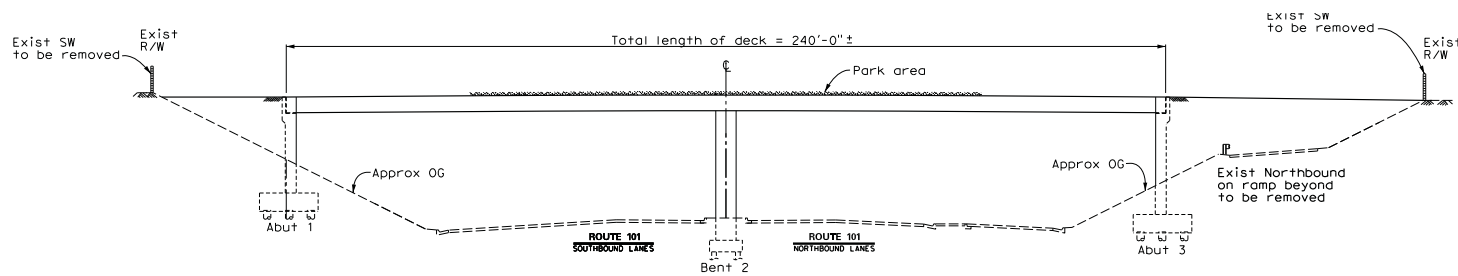


Figure 3.19 - Typical Section C-C

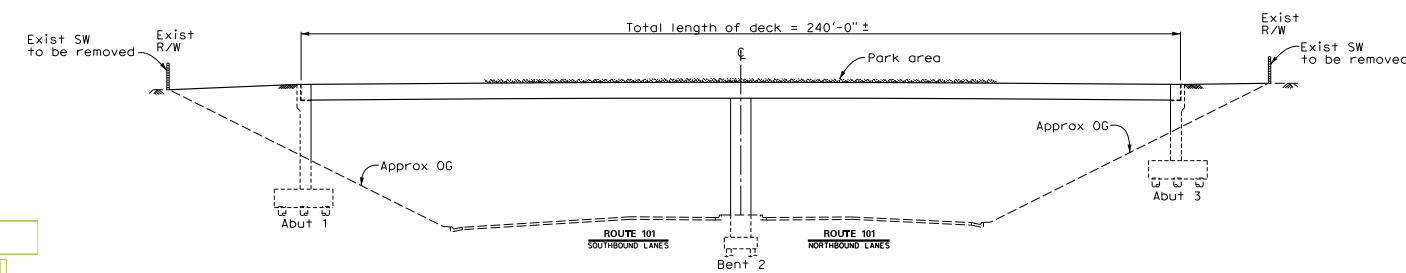


Figure 3.20 - Typical Section D-D

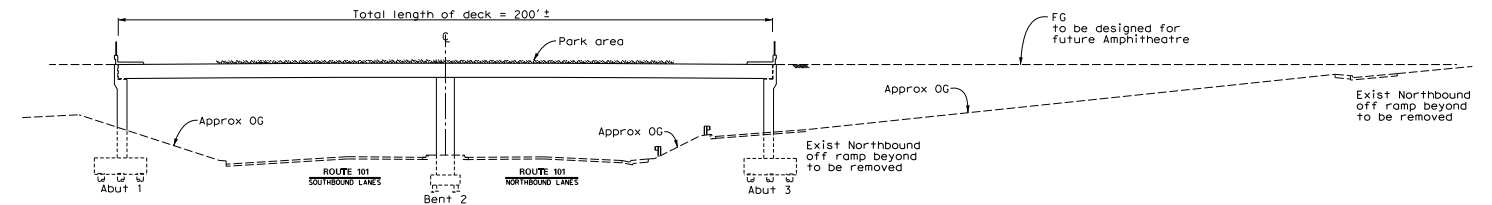


Figure 3.21 - Typical Section E-E

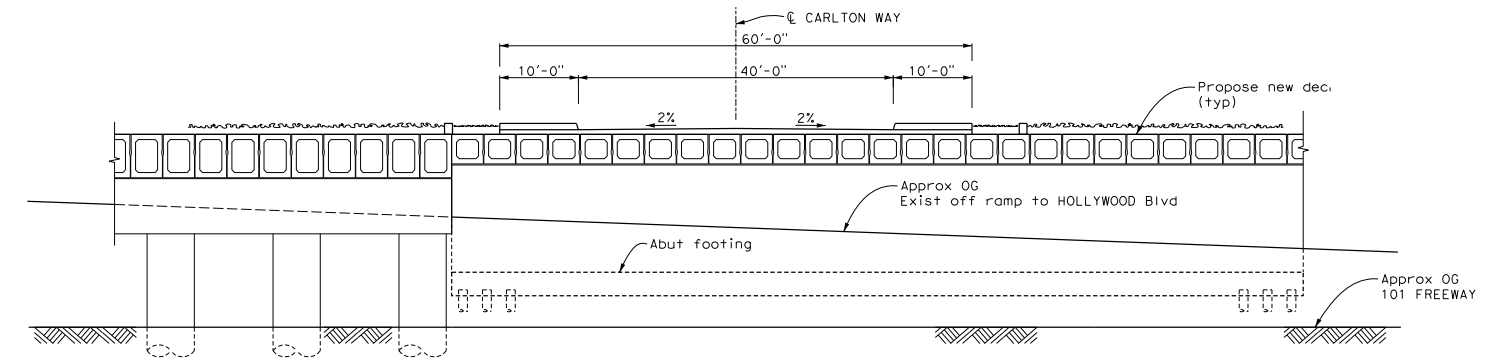


Figure 3.22 - Typical Section F-F Showing New Carlton Way Overcrossing

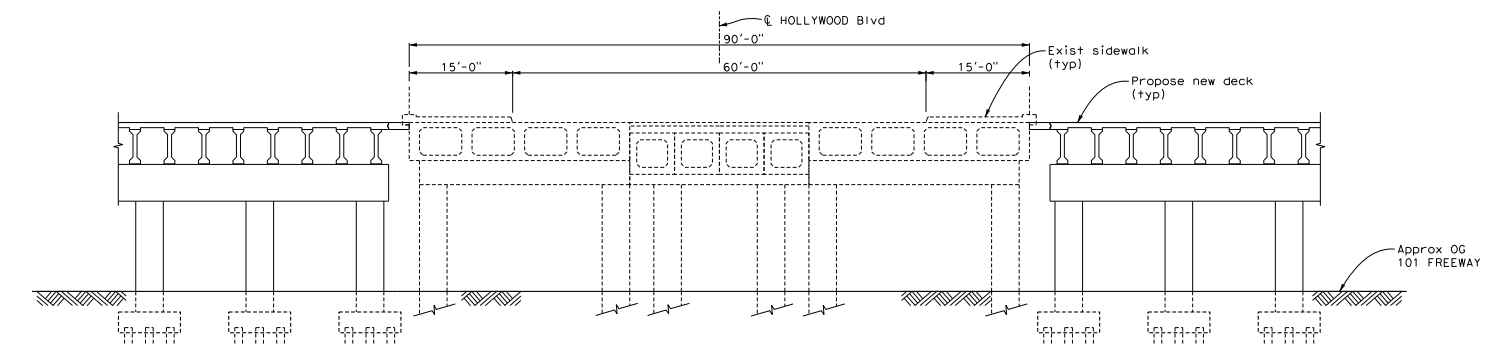


Figure 3.23 - Typical Section G-G Showing the Configuration of the New Park Structure with Existing Hollywood Boulevard Overcrossing

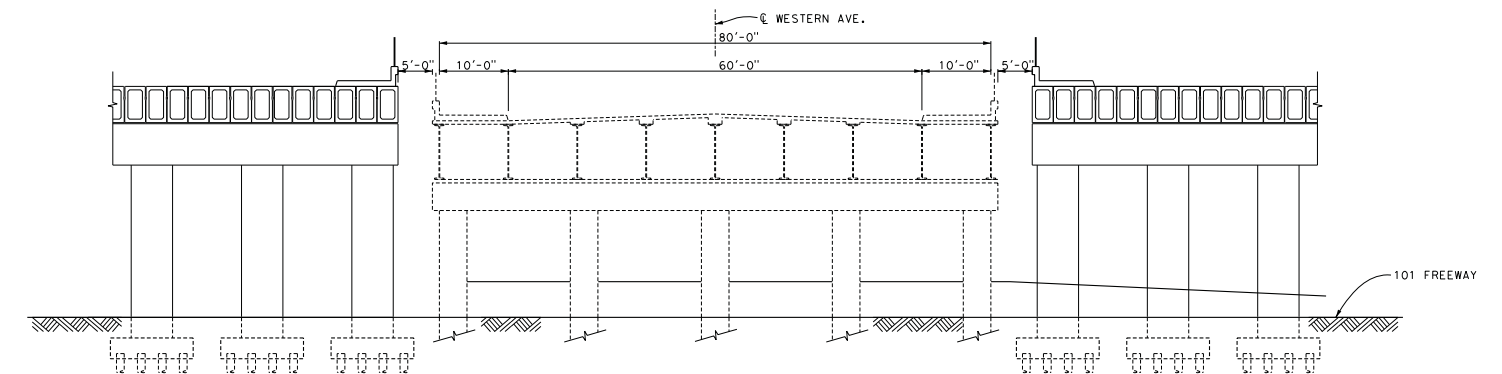


Figure 3.24 - Typical Section Showing Configuration of the New Park Structure and Existing Western Avenue Overcrossing that has a Non-standard Vertical Clearance

Building Green Structures

Special consideration could be given to construction techniques that produce sustainable elements that will result in a green structure for the proposed freeway cap. There are numerous innovations that can be brought to green structure design - one is life cycle analysis and another is the substitution of materials such as cement with high volume flyash. The overall approach to obtaining a green structure should be as follows:

- To propose structures that can be built by substituting cement by high volumes of fly ash. This approach has recently been proved to reduce the emission of greenhouse gasses.
- To reduce the maintenance and degradation of the proposed structure. Concrete structures have proven to require substantially lesser amounts of maintenance compared to steel structures and should be given higher priority.
- Investigate the lighting system in order to reduce light pollution. The park will require a substantial amount of lighting to keep the area safe during evening and night hours. This may create a substantial amount of light pollution in the area. To avoid light pollution, one approach would be the use of low cut-off fixtures.

Construction Techniques

There are three major types of construction techniques that are suitable for this project. These are cast-in-place structures, precast structures, and use of steel girders. Each of these has already been discussed extensively elsewhere in this report. The choice of using a construction technique and the impact that one type of a structure may have on the overall cost of the project will mainly depend on availability of more detailed field data and information. Therefore no decisive recommendation regarding use of one structural type for this project can be made. However, all the advantages and the constraints for each of these structural types and construction techniques have been outlined herein and can be used as a starting point for the next phase of the project.

Cost Estimate

The following structural cost estimate is a rough order of magnitude for the construction of the structural portion of the project. This cost does not include any improvements to the surrounding local roadways of the park nor does it include any profile changes to the existing local streets due to the construction of the current project. Due to lack of sufficient information, these changes to the existing roadway configurations cannot be sufficiently evaluated in order to result in a meaningful cost estimate. However, the impact to the local roadways is unavoidable and may have significant cost associated with it. We therefore suggest that an additional 10% of the structural cost be allocated to the impact that this project will have to the surrounding local streets. Since these costs are preliminary, based on Caltrans' usual practice a 25% contingency should be added to the overall Project cost.

Structural Type	Cost per Square Foot
Cast-in-place Box Girder	\$350
Precast/Prestressed I or Bulb Tee Girders	\$300
Precast/Prestressed Box Girders	\$450
Steel I Girders	\$475

FIRE LIFE SAFETY ISSUES

Provisions oriented toward public safety and security are essential, and are identified below. Capabilities to detect, mitigate, and quickly respond to emergencies and incidents will minimize their effects. Public occupation of enclosed spaces presents the need for especially stringent ventilation considerations due to increased potentials for heat, smoke and gas accumulation during a fire. NFPA 502 imposes associated requirements for "tunnels" greater than 300 feet in length. The advantages of providing for natural ventilation via gaps at the sides of the structure and at existing bridges can be realized in minimizing mechanical ventilation requirements and reducing design and capital costs.

The items associated with fire life safety include the following:

- Ventilation (normal & emergency)
- Emergency lighting

- Fire detection/suppression
- Gas detection (build-up from auto exhaust & possibly terrorist considerations)
- Traffic warning systems
- Central supervision
- Emergency egress walkways
- Emergency access/exits
- Intrusion detection

These items are discussed below:

VENTILATION SYSTEM

The evaluation of a mechanical ventilations system is beyond the current scope of work. It is anticipated that a mechanical Ventilation System will be required with the "Max Deck" option to mitigate build-up of carbon monoxide levels and smoke levels in the event of a fire. It is anticipated that a fully-enclosed exhausting system will be required. The system should be manually controllable - locally from the motor control-centers and Fire Management System, and remotely from Traffic Central. Capability for automatic controls from the Gas Detection System should also be investigated. A comprehensive ventilation analysis will need to be performed in order to determine fan placement and sizes, and demonstrate the Ventilation System effectiveness. As discussed earlier the selection of a "Max Deck" or "Gap Deck" structure will have a significant affect on ventilation requirements.

Equipment

Equipment and materials will most likely include variable-speed reversible fans, motor control centers, cabling, junction boxes, and miscellaneous materials to attain the proper power distribution system.

Infrastructure

Infrastructure needs will most likely include fresh air intake, exhaust ducting, power supply, equipment housing, embedded provisions, and conduit and pull-box system.

Design

Design activities should comprise:

- Electrical loading calculations
- Equipment selection or specifications
- Fan placement and mounting arrangement
- Equipment layouts and installation details
- Electrical one line diagrams, circuit definition and power distribution details
- Conduit and raceway method and routing
- Coordination and interface with the Structural and Facilities Designers
- Definition of testing and commissioning requirements

EMERGENCY LIGHTING

Emergency lighting should be provided throughout the covered roadway and in ancillary rooms provided in conjunction with provision for electrical and mechanical systems deemed appropriate for the Project. The need for additional lighting in specific areas should be assessed, based on anticipated operational and maintenance activities.

The current approach is to provide emergency lighting levels of 0.25 fc along the roadway and walkways, and 1 fc in work and activity areas, as measured at the “floor” of the structures.

Equipment

Equipment and materials will include light fixtures, cabling, junction boxes, circuit breaker panels, lighting controls, Uninterruptible Power Supply (UPS) and miscellaneous materials to attain the proper power distribution system.

Infrastructure

Infrastructure needs will include utility power supply, equipment housing, embedded provisions, and conduit and pull-box system.

Design

Design activities should comprise:

- Calculations to establish source illumination level requirements to meet the criteria
- Electrical calculations to size the UPS
- Equipment selection or specifications
- Light fixture placement and mounting arrangement
- Equipment layouts and installation details
- Electrical one line diagrams, circuit definition and power distribution details
- Conduit and raceway method and routing
- Coordination and interface with the Structural and Facilities Designers
- Definition of testing and commissioning requirements

Emergency Walkways and Exits

An emergency walkway should be provided on each side of the covered roadway along its entire length, each leading to emergency exits or points of safety. Each walkway should be elevated or provided with a barrier from traffic. Walkway access from the roadway should be provided approximately every 200 ft. The walkway surface should be level and 30 in. wide.

Emergency exits from each walkway are anticipated to be placed at each end and midpoint of the covered roadway.

FIRE ALARM SYSTEM

A fire alarm system for the ancillary room housing the electrical and electronic equipment should be provided. Alarms generated should be transmitted to Traffic Central and directly to the local fire department/

service having jurisdiction via leased telephone lines. The system should be provided with Uninterruptible Power Supply (UPS) backup.

Equipment

Equipment and materials will most likely include fire detectors, local controller, fire management panel, cabling, and miscellaneous materials to attain the proper power distribution system.

Infrastructure

Infrastructure needs will most likely include power supply, equipment housing, embedded provisions, and conduit and pull-box system.

Design

Design activities should comprise:

- Electrical loading calculations to size the UPS
- Fire department coordination and interface
- System block diagram
- Equipment interconnection and wiring diagrams
- Equipment selection or specifications
- Detector placement and mounting arrangement
- Equipment layouts and installation details
- Electrical one line diagrams, circuit definition and power distribution details
- Conduit and raceway method and routing
- Coordination and interface with the Structural and Facilities Designers
- Definition of testing and commissioning requirements

GAS DETECTION

A gas detection system to monitor carbon monoxide concentration levels in the covered roadway section should be provided. Trending data and/or alarms generated at pre-determined levels should be transmitted

to Traffic Central; direct interfaces to the Ventilation System and Traffic Control System should be provided to automatically initiate air flow and control/stop traffic into the covered section. The system should be provided with Uninterruptible Power Supply (UPS) backup.

Homeland Security measures are not identified at this time to detect hazardous gases, biological agents or radioactive materials introduced via terrorist activity. An assessment should be performed, culminating in a report providing conclusions and recommendations.

Equipment

Equipment and materials will most likely include gas detectors, local controller, cabling, junction boxes, and miscellaneous materials to attain the proper power distribution system.

Infrastructure

Infrastructure needs will most likely include power supply, equipment housing, embedded provisions, and conduit and pull-box system.

Design

Design activities should comprise:

- Assessment and report addressing Homeland Security Measures
- Electrical loading calculations to size the UPS
- Equipment selection or specifications
- Detector placement and mounting arrangement
- Equipment layouts and installation details
- Electrical one line diagrams, circuit definition and power distribution details
- Conduit and raceway method and routing
- Coordination and interface with the Structural and Facilities Designers
- Definition of testing and commissioning requirements

FIBER OPTIC - CABLE TRANSMISSION SYSTEM (FO-CTS)

A Fiber Optic – Cable Transmission System (FO-CTS) system should be provided for transmission of CCTV video and data between the facility and Traffic Central. The system should be provided with Uninterruptible Power Supply (UPS) backup.

Equipment

Equipment and materials will most likely include local and remote transmission equipment, fiber optic cable, and miscellaneous materials to attain the proper power distribution system.

Infrastructure

Infrastructure needs will most likely include power supply, equipment housing, and conduit and pull-box system. Cable and routing between the facility and Traffic Central, and remote equipment installation and power provisions must be coordinated with Caltrans.

Design

Design activities should comprise:

- System block diagrams
- Coordination and interface with Caltrans
- Equipment interconnection and wiring diagrams
- Electrical loading calculations to size the UPS
- Technology/equipment selection or specifications
- Equipment placement and mounting arrangement
- Equipment layouts and installation details
- Electrical one line diagrams, circuit definition and power distribution details
- Conduit and raceway method and routing
- Coordination and interface with the Structural and Facilities Designers
- Definition of testing and commissioning requirements

TRAFFIC WARNING SYSTEM

A Traffic Warning System should be provided to control traffic into the covered section during fire, accident, gas build-up and other emergency situations. The system should comprise traffic lane control indications and advance warning signs. The system should be manually controllable locally and remotely from Traffic Central. Capability for automatic controls from the Gas Detection and Seismic Detection Systems should also be provided.

Equipment

Equipment and materials should include electric signs, traffic lane indicators, local controllers and controls, cabling, junction boxes, and miscellaneous materials to attain the proper power distribution system.

Infrastructure

Infrastructure needs will most likely include power supply, sign and indicator mounting provisions, equipment housing, embedded provisions, and conduit and pull-box system.

Design

Design activities should comprise:

- Electrical loading calculations
- Equipment selection or specifications
- Sign/indicator placement and mounting arrangement
- Equipment layouts and installation details
- Electrical one line diagrams, circuit definition and power distribution details
- Conduit and raceway method and routing
- Coordination and interface with the Structural and Facilities Designers
- Definition of testing and commissioning requirements

CLOSED CIRCUIT TELEVISION SYSTEM

A Closed Circuit Television (CCTV) system should be provided for surveillance of key areas of the covered section. It is anticipated that cameras will be placed at intervals corresponding to the emergency exit points and at positions to monitor traffic queuing at the roadway entrance points. The cameras should be dome-mounted, capable of providing viewing in low light and have Pan/Tilt/Zoom (PTZ) capability. Local monitoring with PTZ controls should be provided. The video signals should be transmitted to Traffic Central for remote monitoring; Traffic Control should also be provided with the PTZ controls. A Digital Video Recorder (DVR) should be provided locally to record the video from all cameras. The system should be provided with Uninterruptible Power Supply (UPS) backup.

Equipment

Equipment and materials will most likely include cameras, amplifiers, signal switching and conversion equipment, DVR, local controller, cabling, junction boxes, and miscellaneous materials to attain the proper power distribution system.

Infrastructure

Infrastructure needs will most likely include power supply, equipment housing, embedded provisions, and conduit and pull-box system.

Design

Design activities should comprise:

- Electrical loading calculations to size the UPS
- Equipment selection or specifications
- System block diagram
- Equipment interconnection and wiring diagrams
- Camera placement and mounting arrangement

- Equipment layouts and installation details
- Electrical one line diagrams, circuit definition and power distribution details
- Conduit and raceway method and routing
- Coordination and interface with the Structural and Facilities Designers
- Definition of testing and commissioning requirements

Cost Estimate

The following itemized cost estimate is a rough order of magnitude cost associated with fire life safety items associated with the construction of the "max deck" option. As a Caltrans standard practice; a 25% contingency must be added to the overall cost presented herein.

<i>Fire / Life Safety Systems Estimated Costs (Lump Sum)</i>	
Central Supervision	\$200,000
Closed Circuit Television (CCTV)	\$250,000
Emergency Lighting	\$400,000
Fiber Optic - Cable Transmission System (FO-CTS)	\$300,000
Gas Detection	\$250,000
Fire Alarm System	\$150,000
Traffic Warning System	\$500,000
Uninterruptible Power Supply & Distribution	\$200,000
Ventilation System	\$5,000,000
Total	\$7,250,000

An aerial photograph of a road with a green-painted path and a yellow arrow sign. The path is a series of connected rectangular sections, some of which are filled with green grass and orange flowers. The sign is a yellow diamond with a black arrow pointing up. The background is a mix of green grass and orange flowers, with some trees and a concrete curb visible.

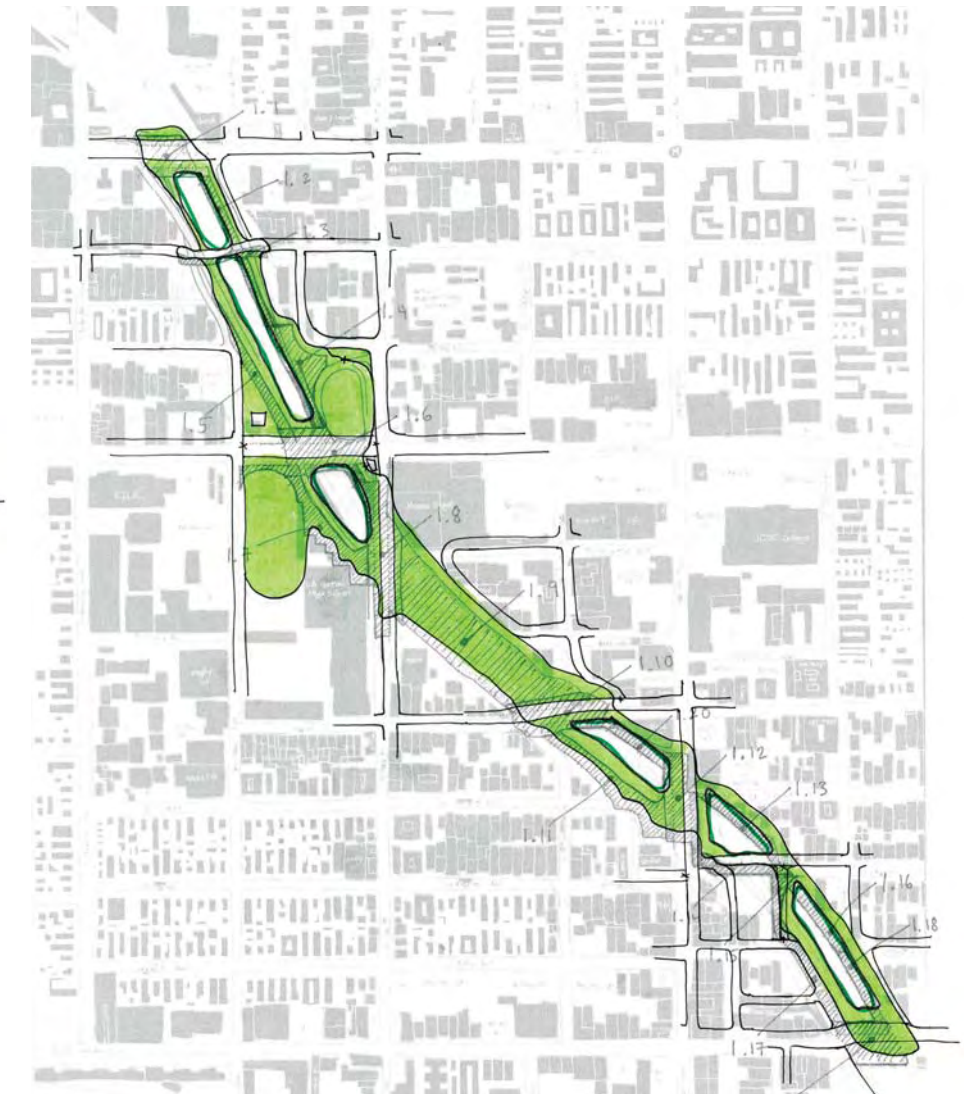
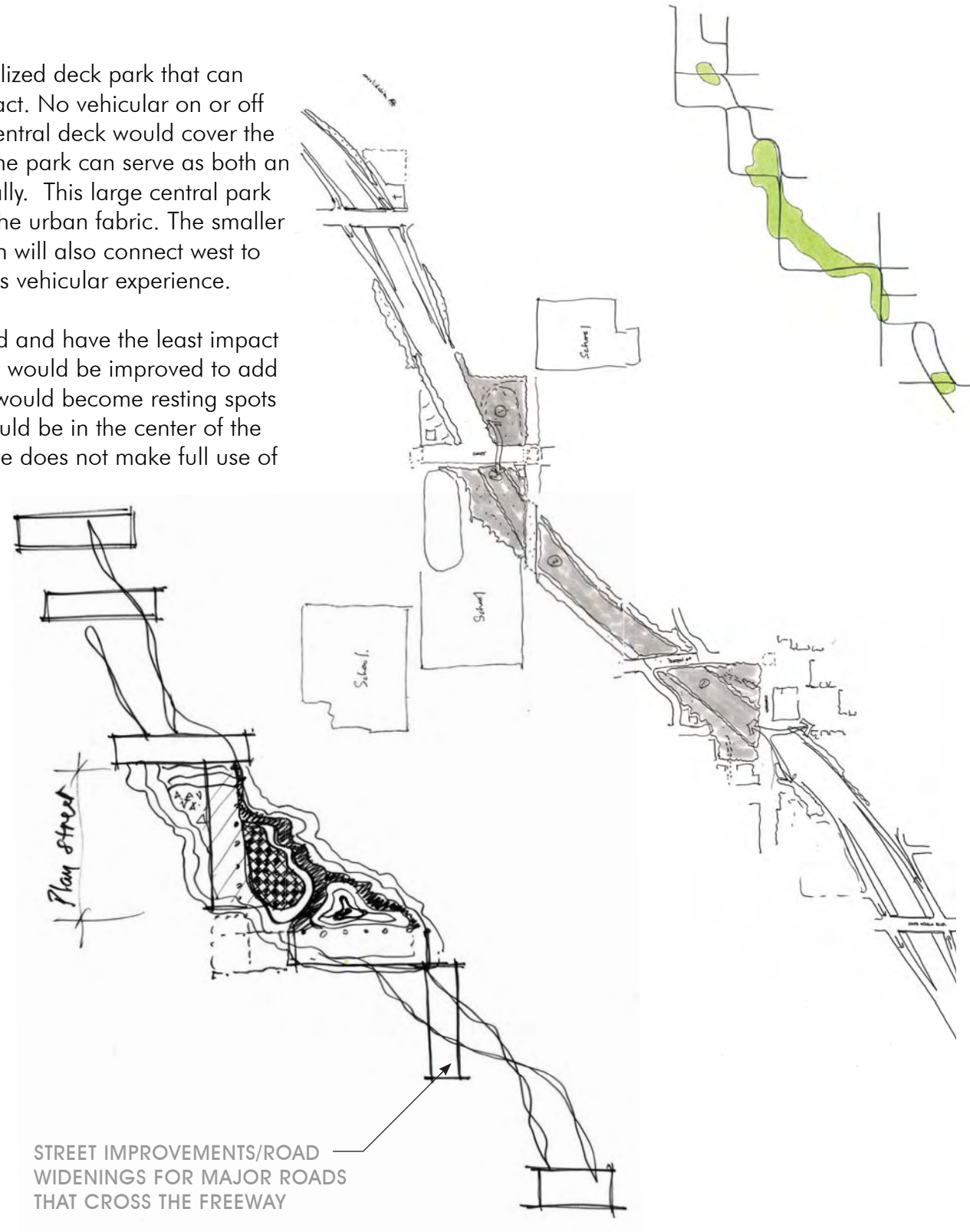
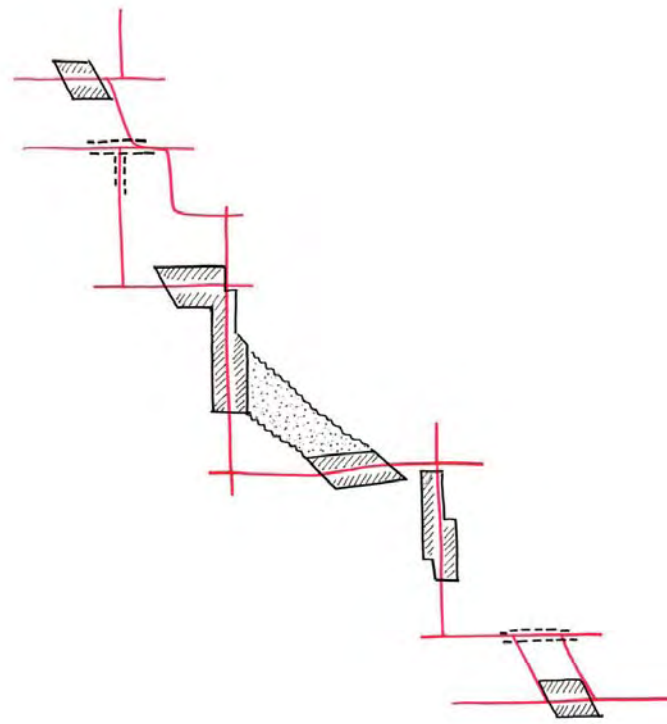
5. EXPLORATIONS

This chapter is a compilation of design alternatives. Throughout this exploration phase of the feasibility study we have taken the community's desires and concerns into account while adjusting the various alternatives to the physical constraints of the site. The following conceptual plans were starting points in thinking about the freeway cap park.

EXTEND & CONNECT

The main focus of this alternative is to provide a centralized deck park that can serve the greatest number of people with the least impact. No vehicular on or off ramps would be displaced or removed and only one central deck would cover the freeway. By placing it centrally within the site extents, the park can serve as both an anchor and an iconic magnet - locally as well as globally. This large central park will bridge the gap created by the freeway, and mend the urban fabric. The smaller pedestrian and vehicular bridges to the north and south will also connect west to east and provide for an interesting pedestrian as well as vehicular experience.

This alternative would be the easiest and fastest to build and have the least impact on the neighborhood. Major roadways and overpasses would be improved to add to the new park district. These "nodes" of intervention would become resting spots for people old and young. The large "green" space would be in the center of the park district and by the new high school. This alternative does not make full use of the available opportunity within the project boundary.

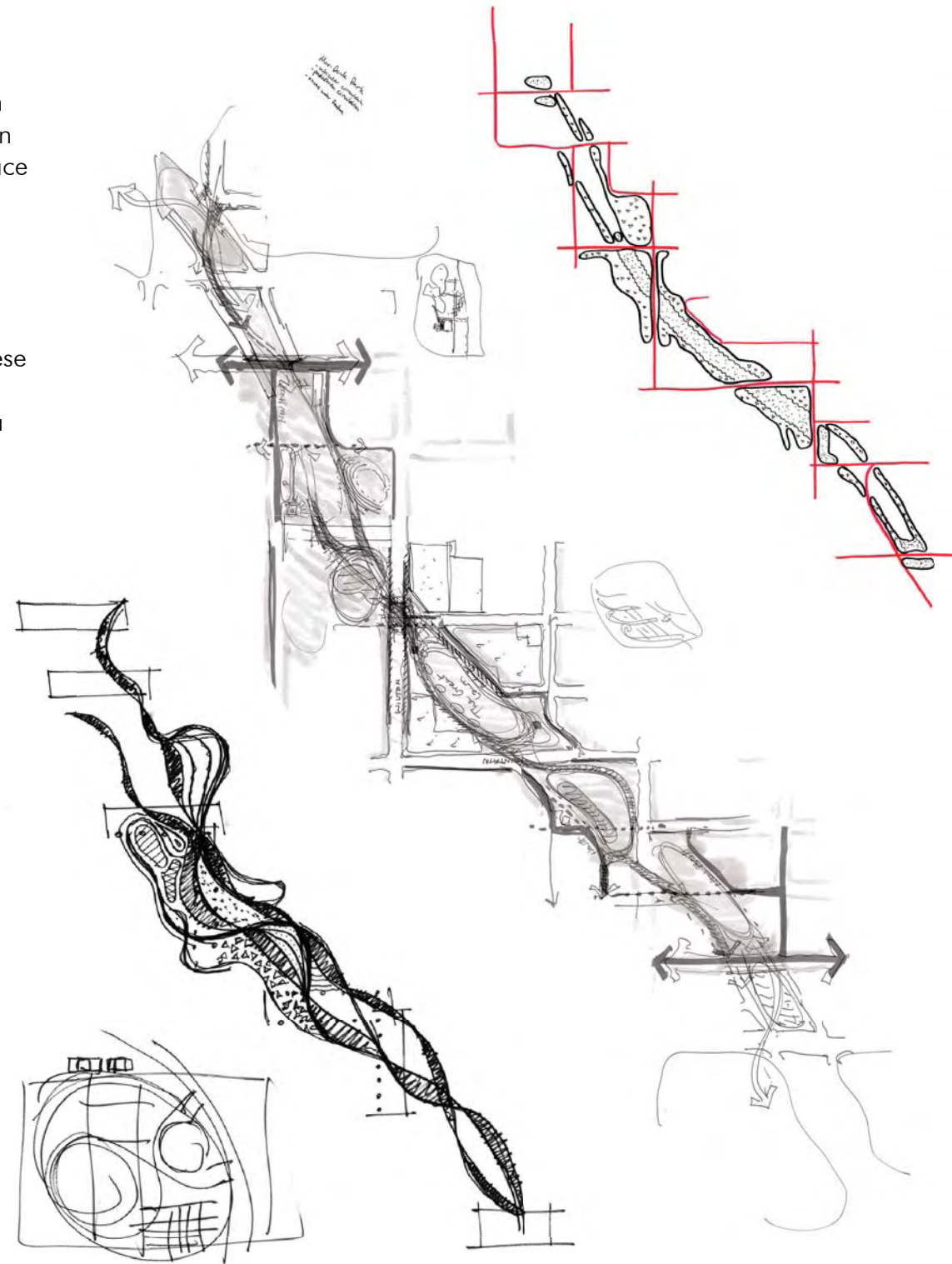
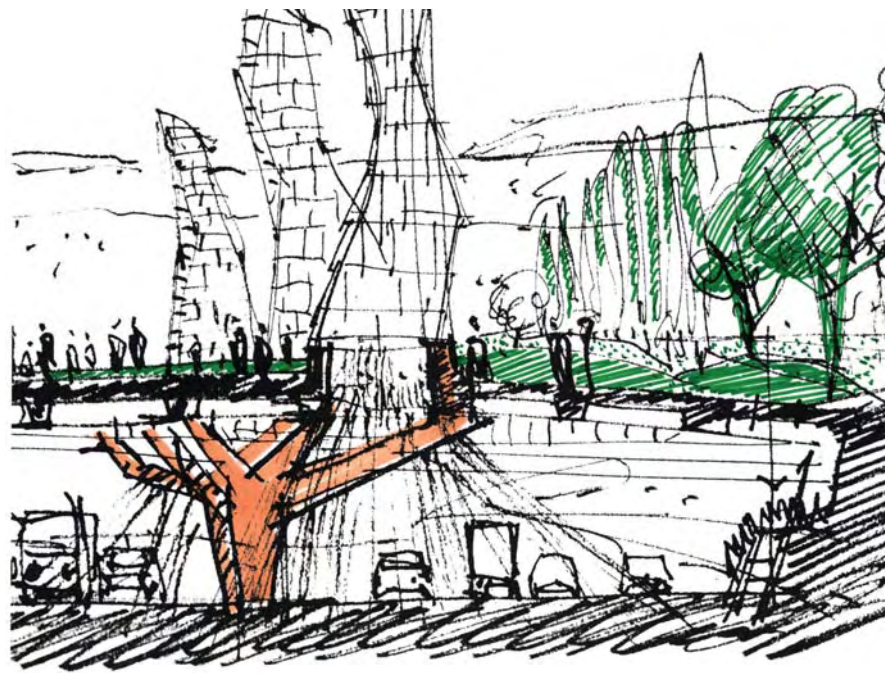


ATTRIBUTES:

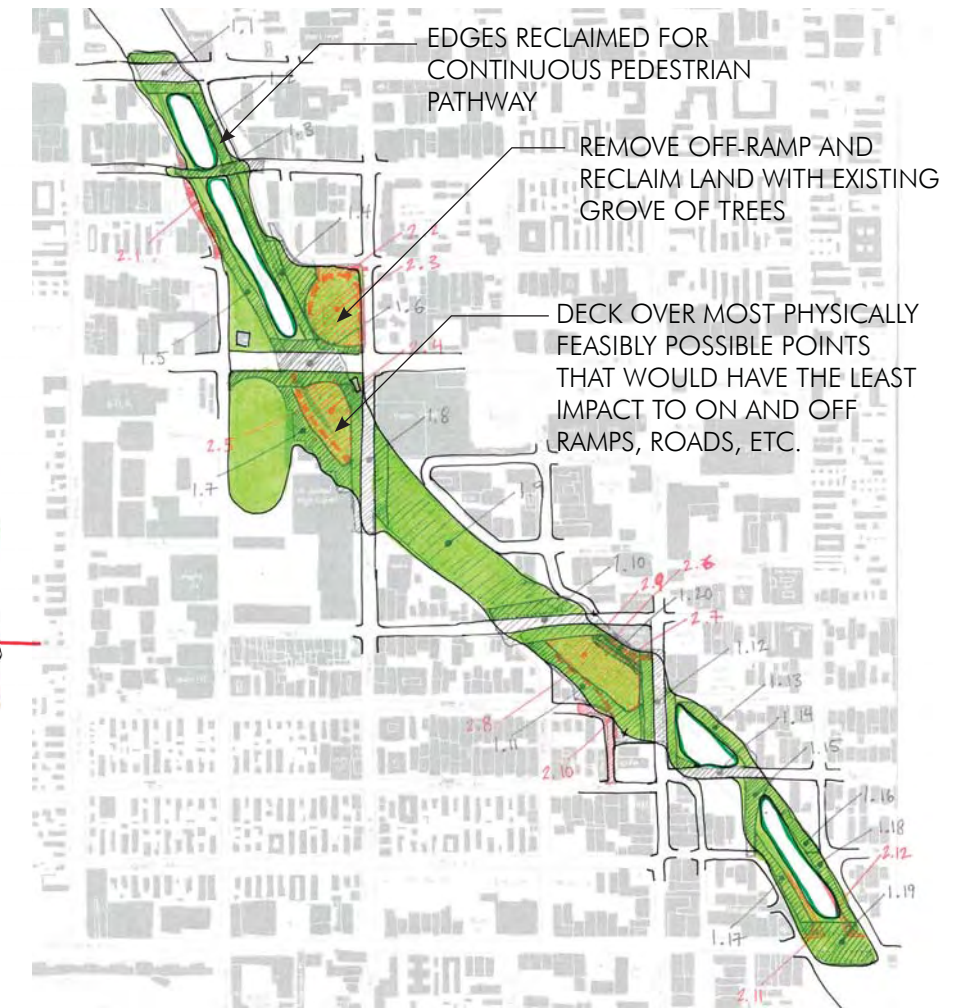
- Centrally located park that acts as project focus
- No alteration of freeway on/off ramps
- Strategically placed linkages, or bridges that reconnect the community that has been bisected by the freeway
- Bridges for pedestrian and vehicular use, but may also serve as smaller park nodes

RECLAIM & REFORM

The main feature of this alternative, besides the vast amount of green space that would be provided, is the continuous pedestrian circulation along the entire length of the project. The opportunity to reclaim space along the project's edges is accomplished by the reconfiguration of the freeway's numerous on and off ramps. By allowing Hollywood Boulevard and Santa Monica Boulevard to act as the area's main points of access and egress (meaning both Boulevards will have both an on-ramp and off-ramp in either direction), the remaining ramps may be removed, retrofitted and designed as part of the project. These reclaimed areas are the key to this alternative's ability to provide pedestrian circulation all the way from Hollywood Boulevard to Santa Monica Boulevard without having to leave the park.



SINUOUS PATHWAYS AND BRIDGES
MEANDER ACROSS THE PARK



- EDGES RECLAIMED FOR CONTINUOUS PEDESTRIAN PATHWAY
- REMOVE OFF-RAMP AND RECLAIM LAND WITH EXISTING GROVE OF TREES
- DECK OVER MOST PHYSICALLY FEASIBLE POINTS THAT WOULD HAVE THE LEAST IMPACT TO ON AND OFF RAMP, ROADS, ETC.

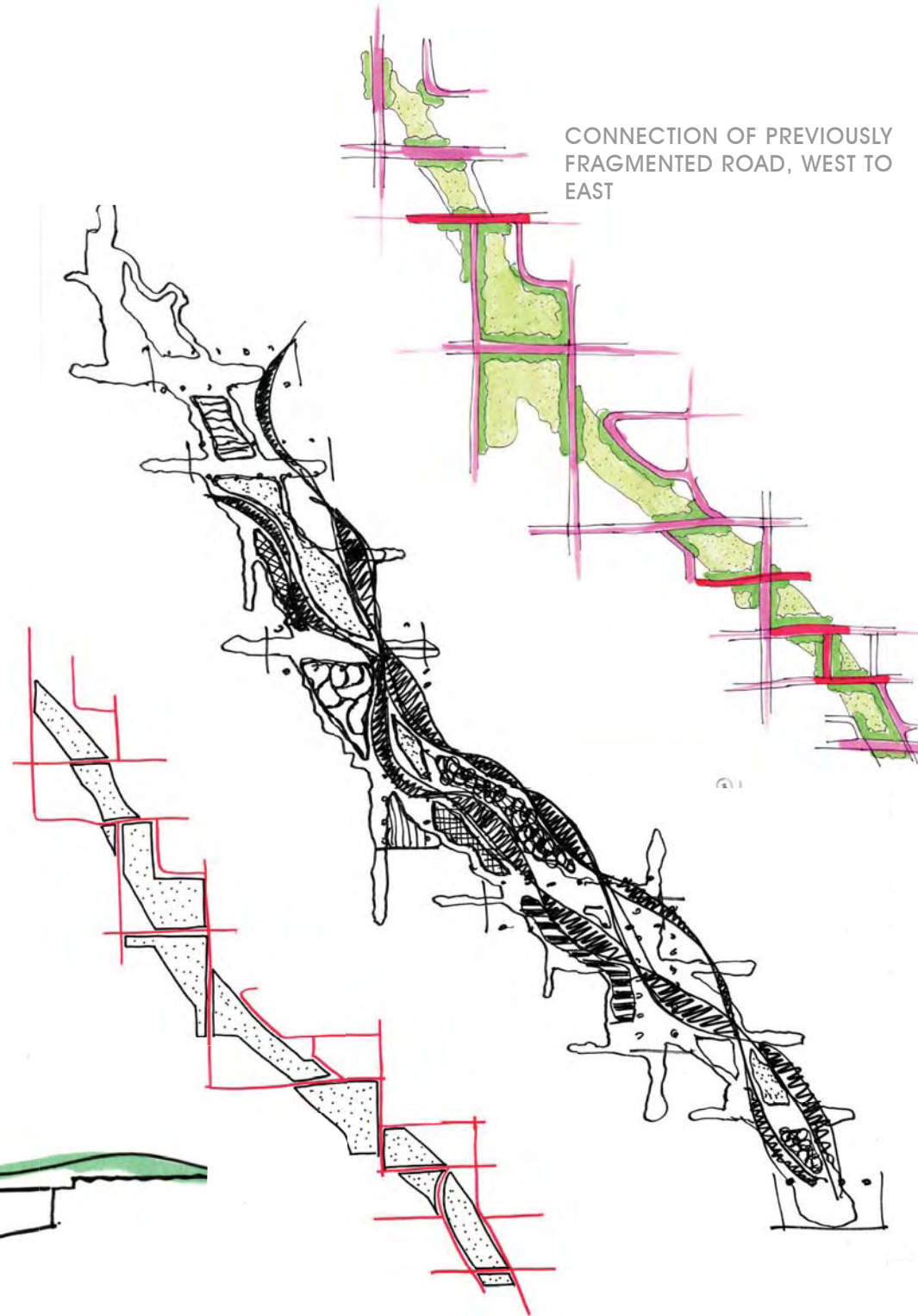
ATTRIBUTES LIST:

- Continuous pedestrian pathway from Hollywood to Santa Monica Boulevard
- Reconfiguration of freeway on/off ramps so that Hollywood and Santa Monica Boulevards become area's main points for freeway access and egress
- Removal of all freeway on/off ramps now serving Hollywood and Santa Monica Boulevard
- Reclaim as green space those areas currently unused within the site or that would be freed from ramp use

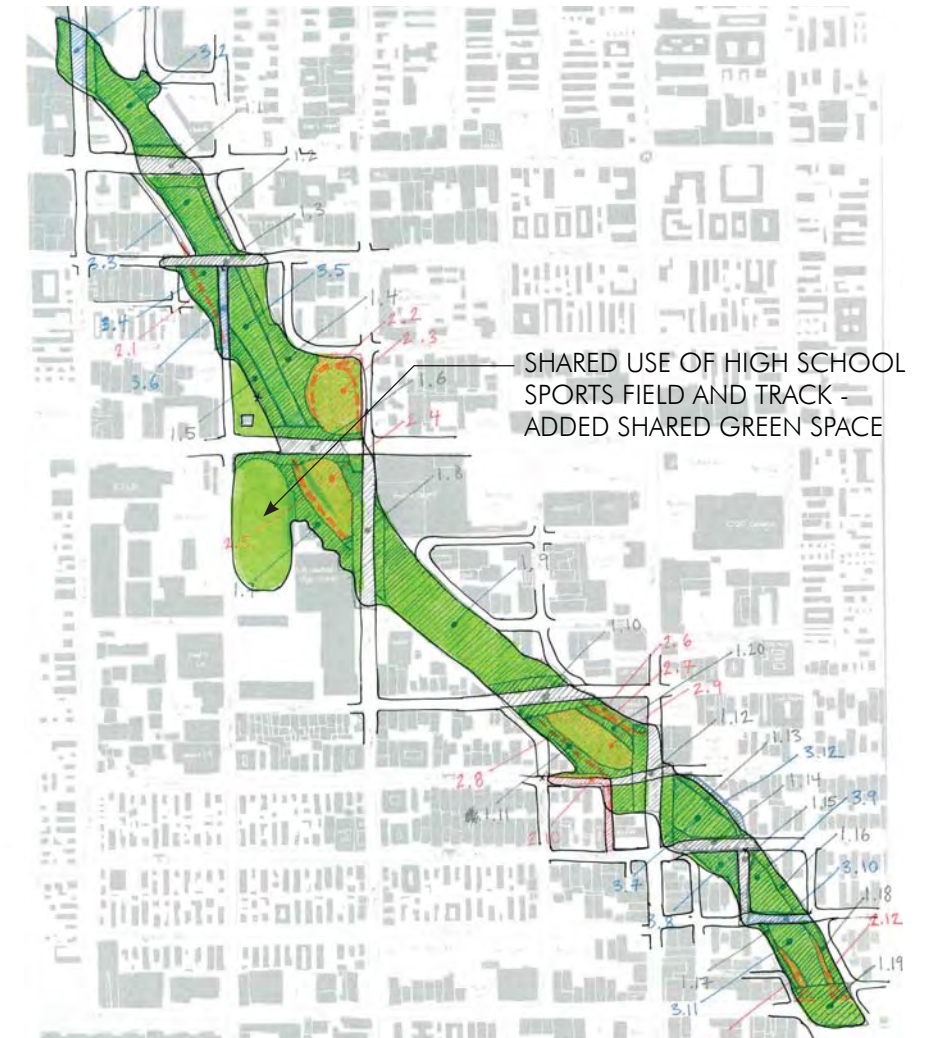
MAX DECK

As we discovered in our site analysis, each major road that crosses the freeway (between Hollywood Blvd and Santa Monica Blvd) defines the distinct character of its adjacencies.

This alternative seeks to create a park made up of site-specific gathering areas of various sizes that directly respond to these existing conditions as well as the local community's needs. Each point of intervention will be carefully designed to provide open space with unique characteristics, depending on where that "node" occurs. These points can be seen as gems along an urban necklace that are connected by pathways and bridges to provide a sinuous and dynamic experience. New roads and pathways will connect west to east and the freeway will be decked entirely to provide the maximum amount of "green" space. This alternative also consolidates the on and off ramps at Hollywood and Santa Monica Boulevards, reclaims land on the edges of the freeway and literally extends to the furthest possible edge of the project boundaries.



CONNECTION OF PREVIOUSLY
FRAGMENTED ROAD, WEST TO
EAST



SHARED USE OF HIGH SCHOOL
SPORTS FIELD AND TRACK -
ADDED SHARED GREEN SPACE

ATTRIBUTES LIST:

- Creation of specific, localized parks that range in size and use according to location and adjacency
- Reconfiguration of freeway on/off ramps so that Hollywood and Santa Monica Boulevards become area's main points for access and egress
- Continuous, yet varying pedestrian experience along entire length of site.
- Complete reconnection of the currently fragmented urban fabric

LISTENING TO THE COMMUNITY

In the first community outreach meeting, people were broken up into groups and asked to express their desires and concerns. The exhibit to the right illustrates the results of these discussions.

It became clear that certain issues need to be addressed in the next phases of the design process.

Listening to the community and making their input the basis of all design explorations is the only way the idea of the Hollywood Freeway Central Park will move forward and ensure the support of all stakeholders and residents. Any planning approach that does not place community engagement as the driver of the process will not succeed.

DESIRES (BY POPULAR VOTE)

-  **SPORTS & RECREATION**
 - FIELDS & ACTIVITIES
 - YOGA IN THE PARK
 - SHAKESPEARE IN THE PARK
-  **CONCERT SPACE, AMPHITHEATRE**
-  **DOG PARK**
-  **PUBLIC AMENITIES**
 - FACILITIES, PROGRAMS
-  **ARTS & EDUCATION FOR ALL AGES**
 - ARTS PROGRAMS, OUTDOOR GALLERIES, SCULPTURE
 - GARDEN(S), MURAL(S)
-  **PLAYGROUNDS, SKATE PARK**
-  **FARMERS MARKET**
-  **OPEN GREEN SPACE, MEADOWS, FIELDS**
 - JAPANESE GARDENS
 - ROSE GARDENS
 - PRECEDENTS: DESCANSO GARDENS, HYDE PARK, MILLENIUM PARK
-  **TOURIST DESTINATION**
-  **LAPD STATION**
-  **IDENTITY OPPORTUNITY, BRANDING, COMMUNITY**
-  **REVENUE BOOSTERS**
 - BUSINESSES IN OR ALONG THE PARK
-  **DESIGNATED ACTIVITY ZONES**
 - PICNIC AREAS, COMMUNITY CENTER, OBSERVATION TOWERS, SHUTTLE SERVICE, BIKE RENTAL
-  **MONORAIL OR TROLLEY**
-  **RECONNECT THE COMMUNITY**
-  **COMMUNITY-SPONSORED BENCHES, CORPORATE-SPONSORED FIELDS**
-  **TRAFFIC CONTROL DEVICES**
-  **CONNECTION TO HELEN BERNSTEIN HIGH SCHOOL**
-  **OTHER: HOLOCAUST MONUMENT, ICE RINK, SHADE STRUCTURES, MINI GOLF**

CONCERNS (BY POPULAR VOTE)

-  **SAFETY AND SECURITY (OF THE STRUCTURE AS WELL AS THE COMMUNITY)**
 - TERRORISM, BOMB SCARES
 - HIGH SPEED CHASES
 - FIRE, EARTHQUAKES
 - VISIBILITY
 - ILLUMINATION
 - HOMELESS ENCAMPMENTS
 - PLANTING HEIGHTS
-  **TRAFFIC, CIRCULATION, PARKING**
-  **ENVIRONMENT, AIR & NOISE POLLUTION (SUSTAINABLE DESIGN, MAKE LIFE BETTER FOR THE COMMUNITY)**
 - PROPER VENTILATION, DRAINAGE
 - LENGTH OF TUNNEL
 - SUSTAINABLE PLANTING
 - DROUGHT-TOLERANT PLANTING
-  **HOMELESS**
 - WHERE WILL THEY GO?
 - WILL THEY MOVE INTO THE PARK?
-  **COST OF PROJECT, FUNDING**
 - COST TO BUILD, OPERATE AND MAINTAIN
-  **MAINTENANCE WHO WILL HAVE JURISDICTION OVER THE PARK?**
-  **GENTRIFICATION / EMINENT DOMAIN WILL IT HAPPEN?**
-  **ON/OFF RAMPS, ACCESS TO & FROM THE PARK WILL THEY BE FIXED?**
-  **AESTHETICS WILL IT BE PLEASANT TO LOOK AT?**
-  **AFFORDABLE HOUSING WILL IT BE AVAILABLE OR WILL COSTS ONLY RISE?**
-  **VISIBILITY FROM WITHIN THE PARK AND OUT OF THE PARK, SPECIFICALLY THE HOLLYWOOD SIGN**

SUMMARY OF JANUARY 26, 2008 COMMUNITY MEETING

EDAW | AECOM



ZONE 1

ENTERTAINMENT DISTRICT

REASONS:

- EXISTING TOURIST ZONE
- HIGHER NOISE LEVEL ALLOWED

PROGRAMS / DESIRES:

- VISITOR RELATED ACTIVITIES
- AMPHITHEATRE / EVENTS SPACE
- VIEWING POINTS
- OPEN GREEN SPACE
- PARKING (STREET AND/OR LOT)

* potential revenue boosters

ZONE 3

BUSINESS + RESIDENTIAL DISTRICT

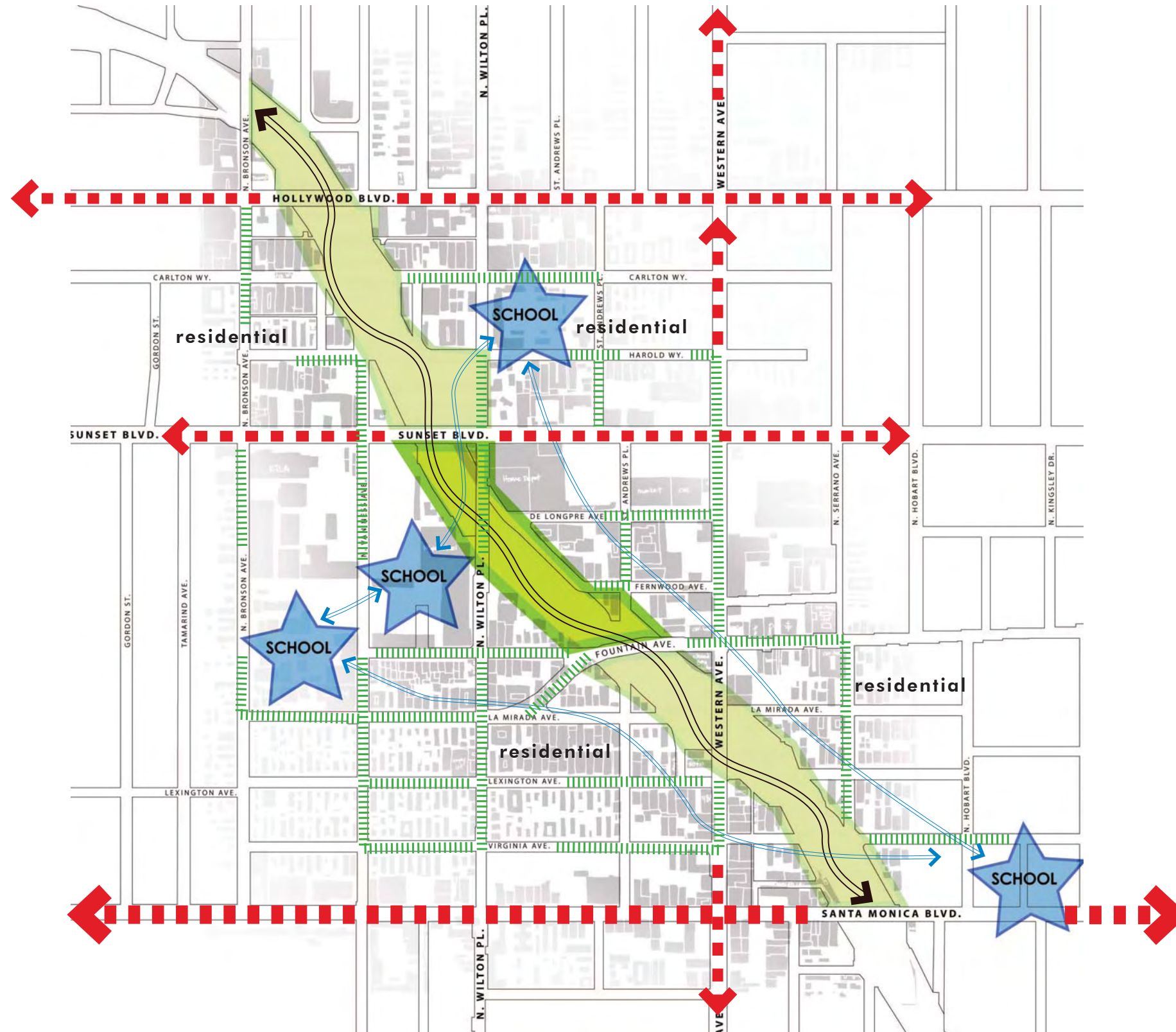
REASONS:

- EXISTING SOCIAL AND INSTITUTIONAL FACILITIES
- EXISTING RESIDENTIAL - MANY CHILDREN

PROGRAMS / DESIRES:

- COMMUNITY CENTER FOR ALL AGES
- EVENTS PLAZA WITH FLEXIBLE USES
- PLAYGROUND(S)
- OPEN GREEN SPACE
- FAMILY-ORIENTED ACTIVITY ZONES
- PICNIC AREAS
- POTENTIAL DOG PARK
- PARKING (STREET AND/OR LOT)

* potential revenue boosters



ZONE 2

LOCAL DISTRICT

REASONS:

- LEAST IMPACT TO EXISTING FREEWAY / STREET INFRASTRUCTURE
- LARGE OPEN (GREEN) SPACE
- CLOSEST TO SCHOOLS
- QUIETER / RESIDENTIAL
- CENTER OF PARK ZONE

PROGRAMS / DESIRES:

- LARGE MULTI-PURPOSE FIELD / MEADOW
- PLAY FIELDS / BASEBALL FIELD
- PLAYGROUND(S)
- POLICE SUB-STATION
- ACTIVITY ZONES
- PICNIC AREAS

OPTION 1

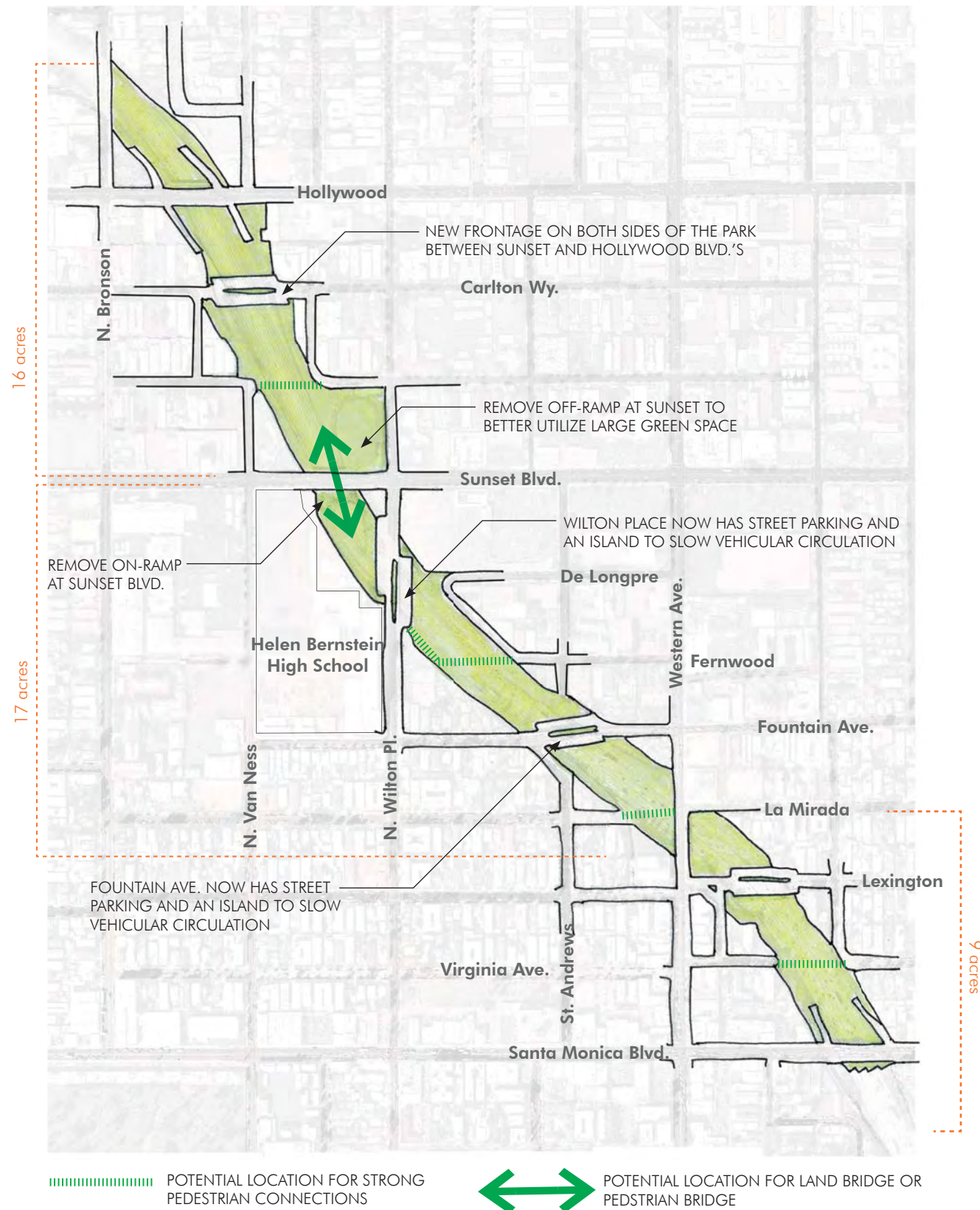
The next few exhibits illustrate the thinking and process that underlies the program and circulation for Hollywood Freeway Central Park.

The plan for Option 1 (shown on the right and on the following two pages) is a combination of our early design ideas combined with the community's desires and concerns. After the second community meeting, the project team compiled all of the community notes and sketches and created a summary plan (see exhibit on last page). Using the data from this summary plan, Option 1 was developed and presented at the third and fourth community meetings. We took the public's desires and concerns into consideration in regards to location of program, access to and from the park, maximizing open space and providing the most amount of flexible green space for the entire community to use. The sections on the following page diagrammatically illustrate the character that the various park zones could potentially have.

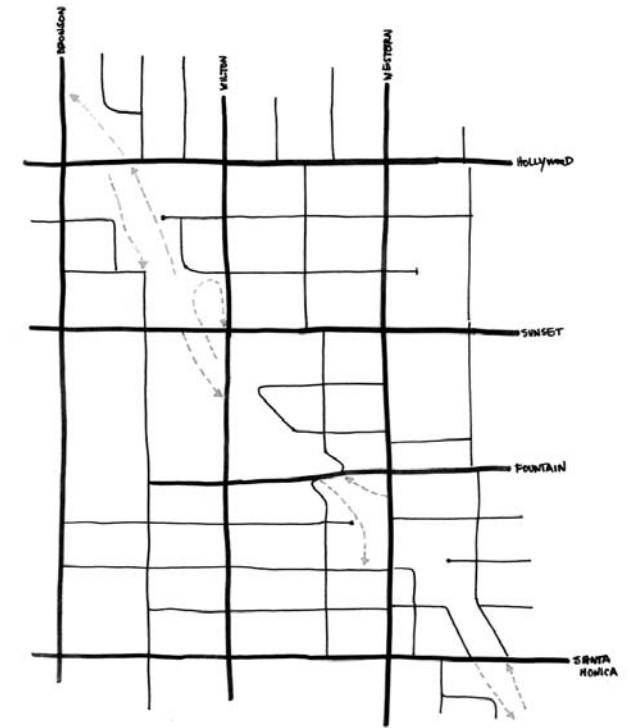
One of our early design principles was to reconnect the fragmented sides of the freeway. In Option 1, we achieved this by adding roads through the park at Carlton Way and Lexington Avenue. We also put street parking on the edges of all new roads. Islands were placed in the middle of park streets to make drivers slow down while passing through the park. Parking was an issue frequently raised in community meetings and this was a way to provide street parking for park visitors.

After presenting Option 1 to the community at the third and fourth community meetings, we received feedback regarding location and size of program areas and play fields, issues of lighting, safety and access to and from the freeway. The majority of respondents did not like the idea of taking away precious park space for street parking and did not want connector streets to be added in the park. There was a discussion about the need for a "locals" park where walking and biking is encouraged and vehicular traffic is discouraged. Pedestrian connections, the community felt, should be strengthened first and foremost.

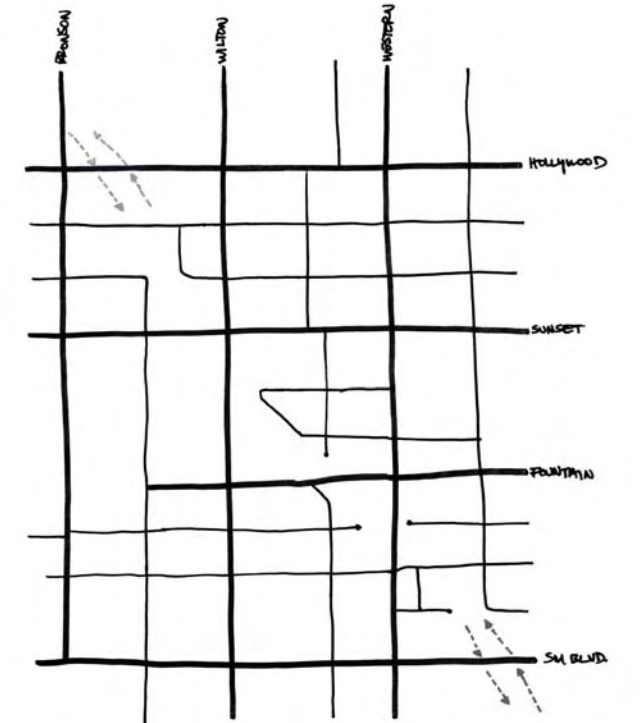
Following the fourth meeting, we digested the community's feedback along with input from the traffic consultant and began working on further studies.



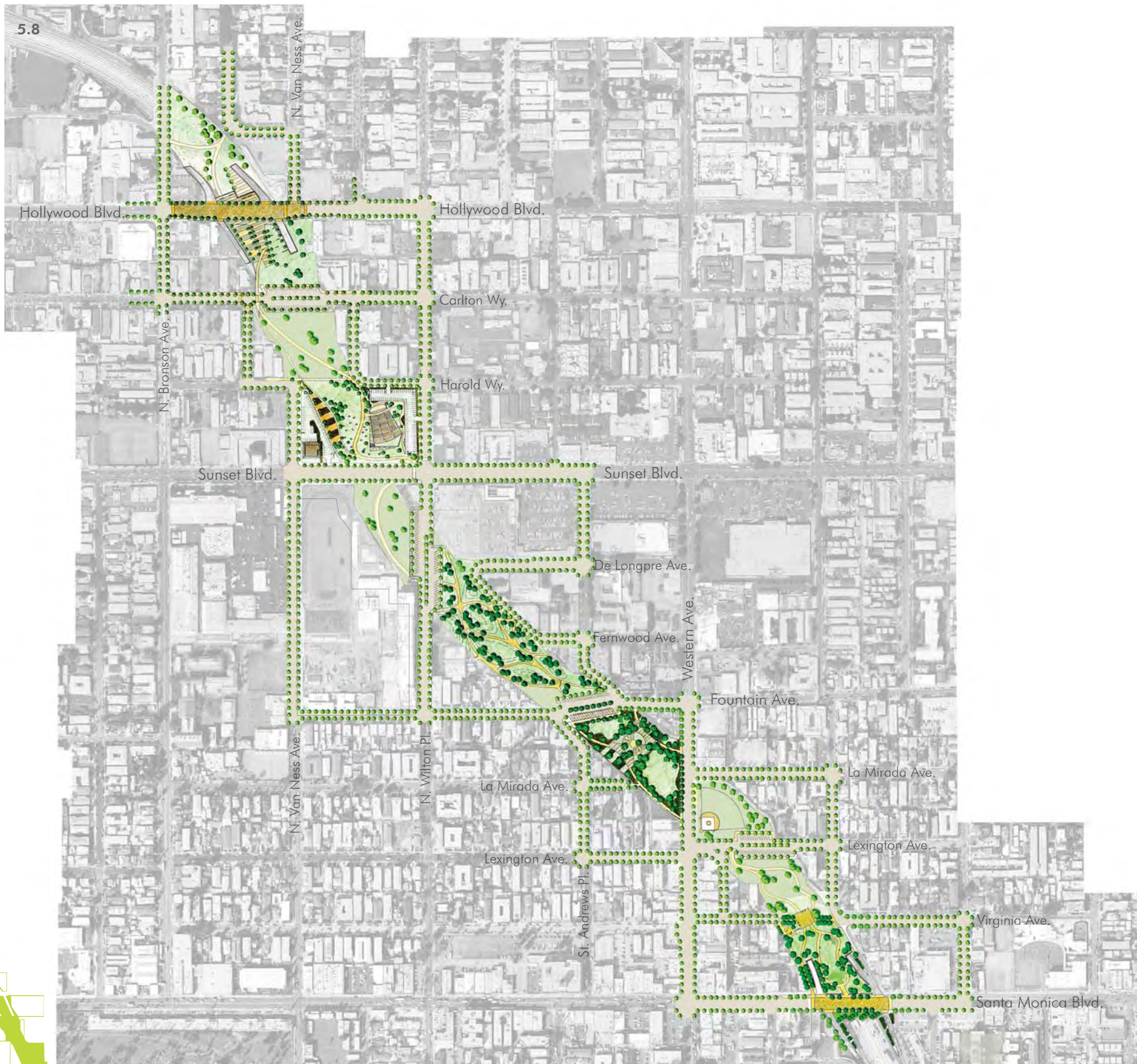
Existing Circulation



Proposed Circulation



* dashed lines indicate freeway access and egress



HOLLYWOOD CENTRAL PARK IS...

- A “locals first” community park known around the world
- A multi-cultural park for people of all ages
- Part of a safe public realm & neighborhood
- An ecologically sensitive / sustainable urban park

DESIGN PRINCIPLES

- Preserve & enhance the local neighborhood character
- Create distinctive “special places” that specifically relate to each zone
- Provide a large multi-functional “green” that has both active & passive uses
- Re-unite the 2 divided sides of the freeway
- Provide both youth-focused & senior-focused activities
- Support & integrate the new iconic school & its playing fields
- Create a program for after-hours use of the school & affiliated public facilities
- Improve vehicular circulation/operation
- Create an uninterrupted pedestrian path
- Create a continuous bike path & connect it to existing city bike network
- Allow for proper growth within the CALTRANS right-of-way
- Improve existing parking conditions
- Create a phasing strategy that responds to the community’s desires

PROGRAM

- Plaza + viewing platform
- Multi-purpose fields
- Sculpture garden or open space designated for rotating art exhibitions
- Added street parking along new roads
- Amphitheatre + parking lot
- Large open meadow
- Sports field (baseball diamond, soccer field shared with with HB High School)
- Police sub-station and community center
- Playgrounds
- Large events plaza
- Picnic areas
- Dog park

The following pages explore various road network and structural configurations. After discussion among the project team, we selected the most logical and interesting design moves and included them in the preferred option.

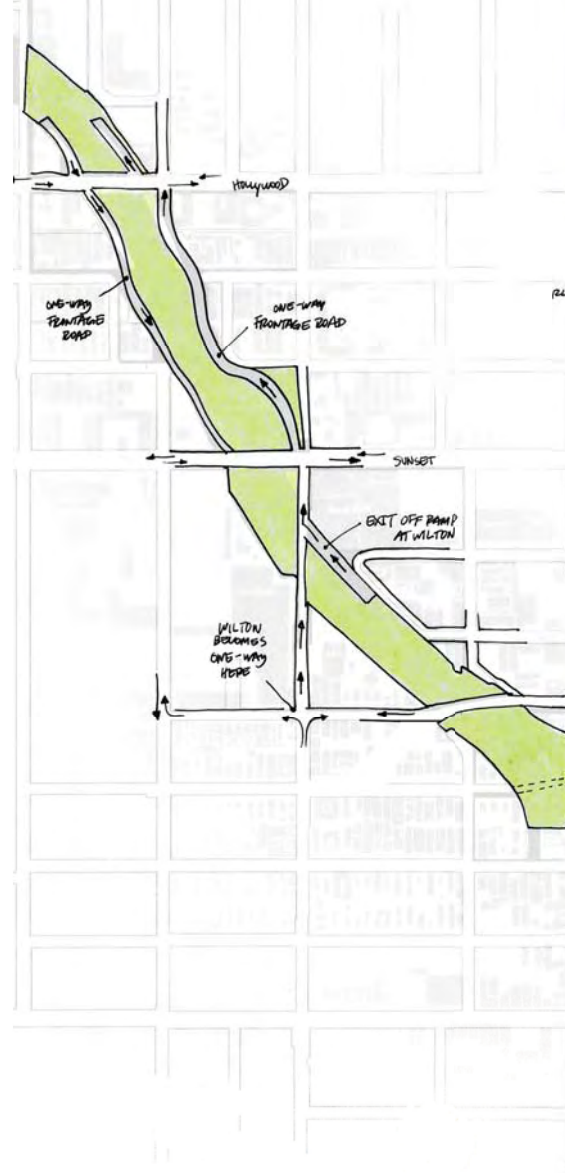
FRONTAGE IN NORTH

- Frontage roads on both sides of park between Sunset and Hollywood Boulevards
- New freeway off-ramp at Wilton
- Wilton becomes one-way at Fountain Ave. by Helen Bernstein High School
- Pedestrian bridges at La Mirada and Virginia Avenues

FRONTAGE IN NORTH AND SOUTH

- Frontage roads along most of the park: both sides of park between Sunset and Hollywood Boulevards, and between Western and Santa Monica Boulevards
- New freeway off-ramp at Wilton
- Wilton becomes one-way at Fountain Ave. by Helen Bernstein High School
- Fountain Ave. becomes a round-about with central green or plaza space

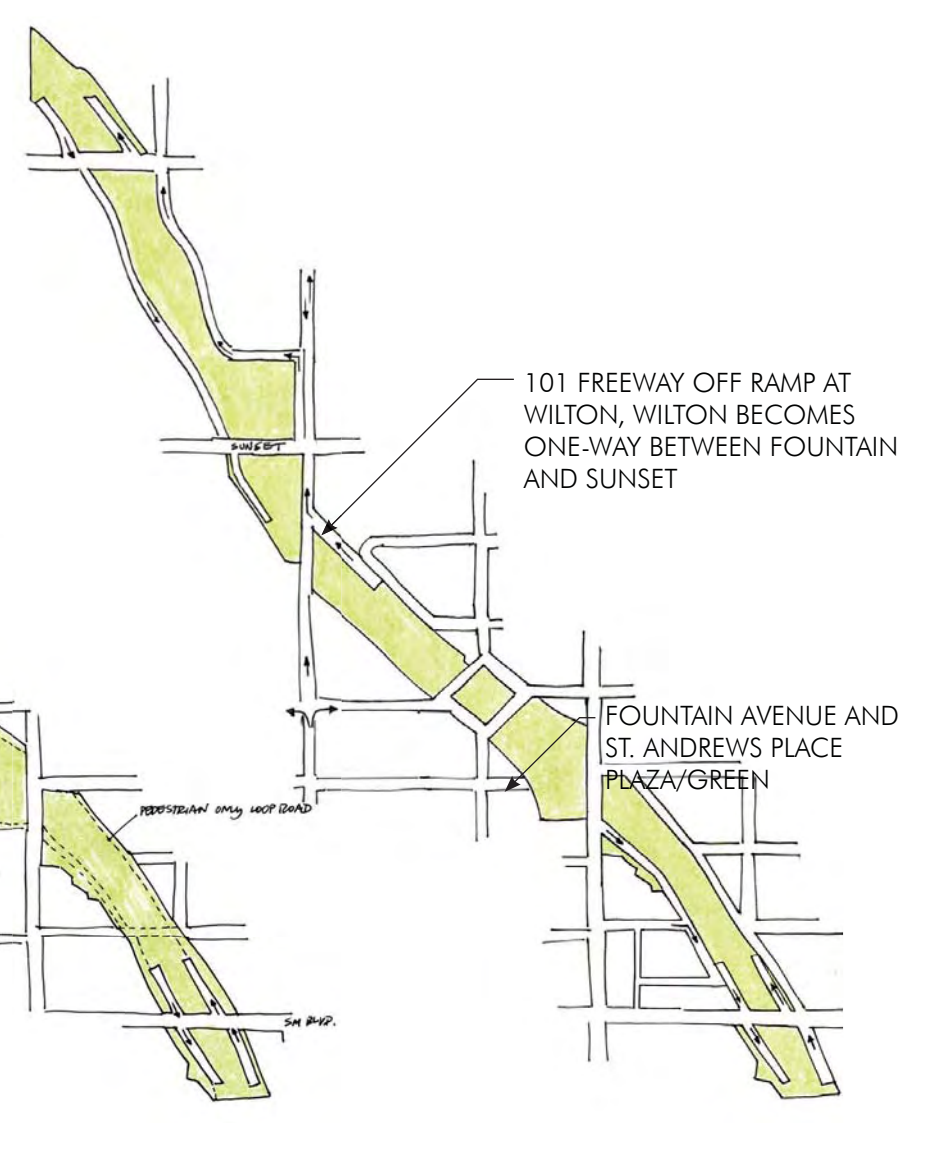
Frontage In North



No Frontage



Frontage In North And South



One way to add a layer of security to a park is to maximize the road frontage so that there are always “eyes on the park”. This can also become a way to alleviate traffic on the freeway and provide alternate vehicular routes.

In these three studies, a new off-ramp is added at Wilton Place to take the place of the Sunset Boulevard off-ramp. New on- and off-ramps are added to Santa Monica Boulevard to provide all potential connections to the freeway. Wilton Place is turned into a one-way street between Fountain Avenue and Sunset Boulevard, alleviating traffic in front of Helen Bernstein High School and reducing congestion on the road.

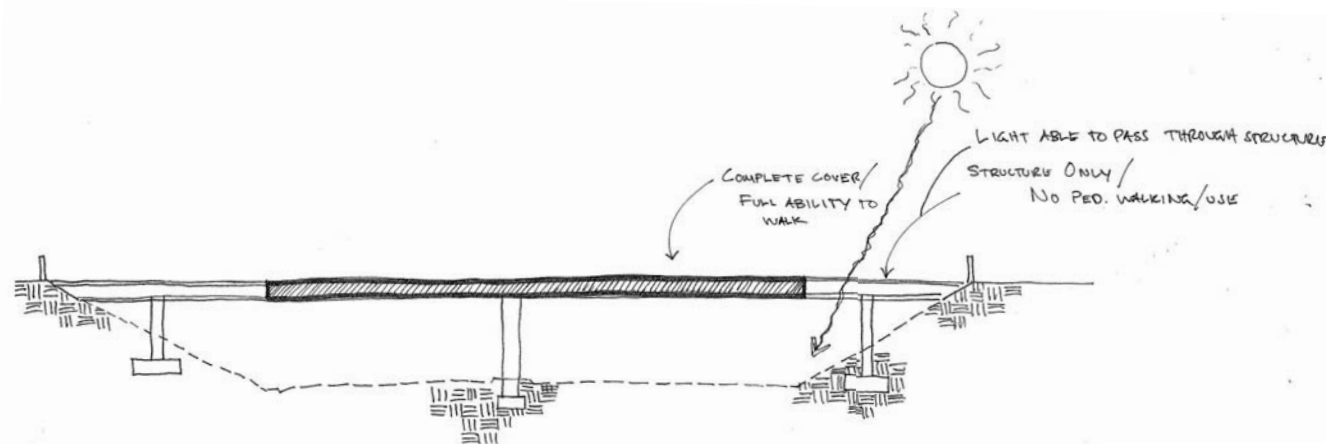
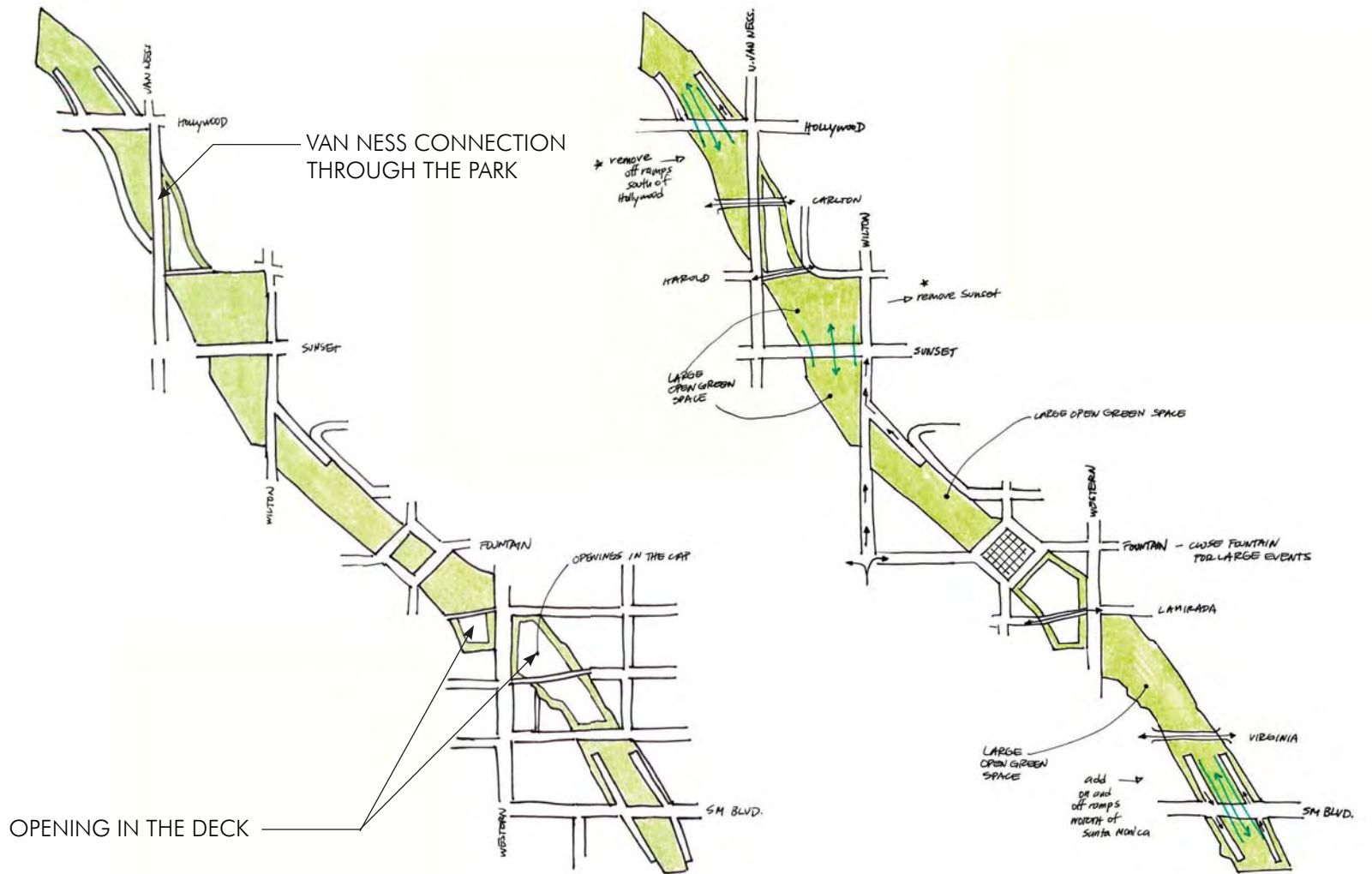
With frontage on the park, businesses and residences along the park have new options to getting to the park and to their homes. There is also an added promenade experience along these roads and an opportunity for off-peak parking on nights and weekends.

Fountain Avenue accommodating a square with a central green or plaza space would automatically give drivers a reason to slow down as they pass through the park. St. Andrews Place is also already at an appropriate alignment, making this feasible without having to disturb current street conditions. The new Fountain

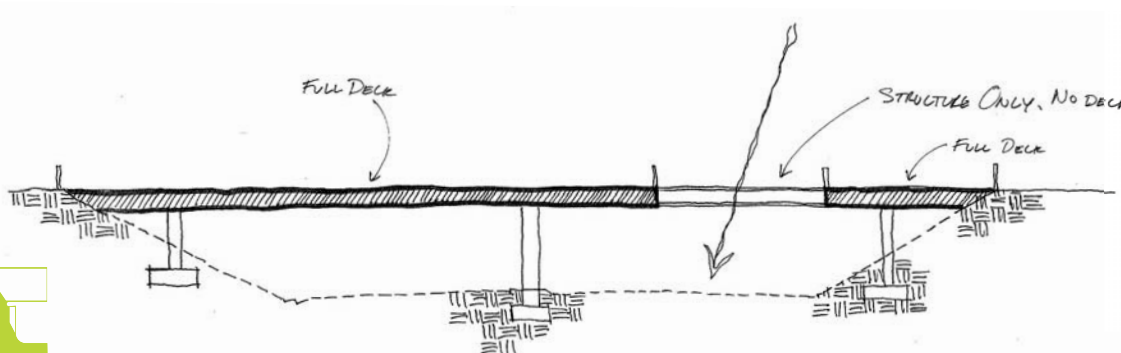
Avenue and St. Andrews Place square (“St. Andrews Square”) can also be closed off for large events and group gatherings, farmers markets, or small concerts. It could provide the large group gathering plaza that the community desires while slowing down traffic and preserving access.

These alternatives connect Van Ness Avenue through the park to provide an alternate north to south route. The idea of making Van Ness one-way going southbound could potentially alleviate traffic on the freeway and complement Wilton (a proposed a one-way street going north through the park). On the one hand, adding this strong vehicular connection across the freeway could be seen as a move that would take away much-needed green space from the park. On the other hand, it could also bring back part of the original city fabric and potentially provide space for things like off-peak parking or farmers markets.

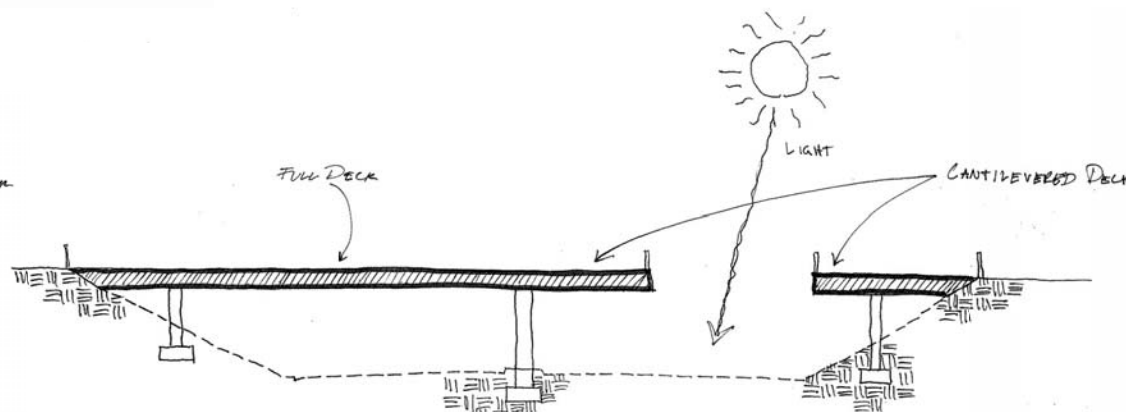
In order to provide light and ventilation to the freeway below the deck, these two alternatives show locations where openings in the deck could occur, while still maximizing the amount of large open spaces. The openings would allow light and air to pass below the structure while also dramatically decreasing overall costs of the park. With the entire park as one deck (no openings) special ventilation systems and emergency exit tunnels would have to be built. If the openings can take away the need for these added systems, the cost of the park would decrease and the chances of getting the park built could increase. With the loss of these openings, there is still room for about 35 of the overall 42 acres of park. These openings can potentially take various shapes and sizes and can create interesting visual experiences for park visitors.



East and west light wells - full deck - continuous structure through well

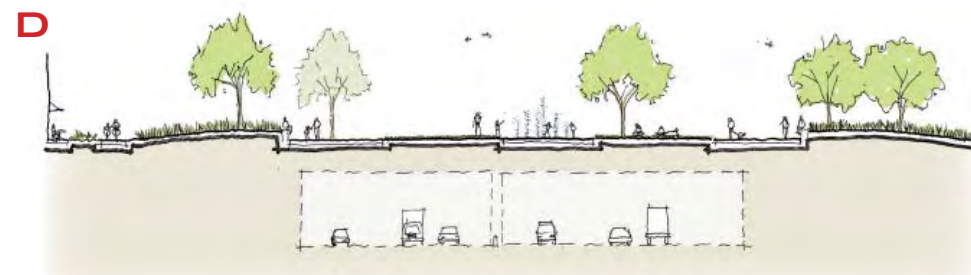
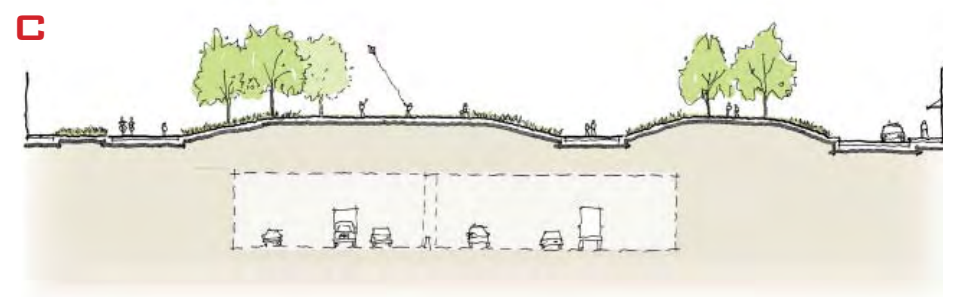
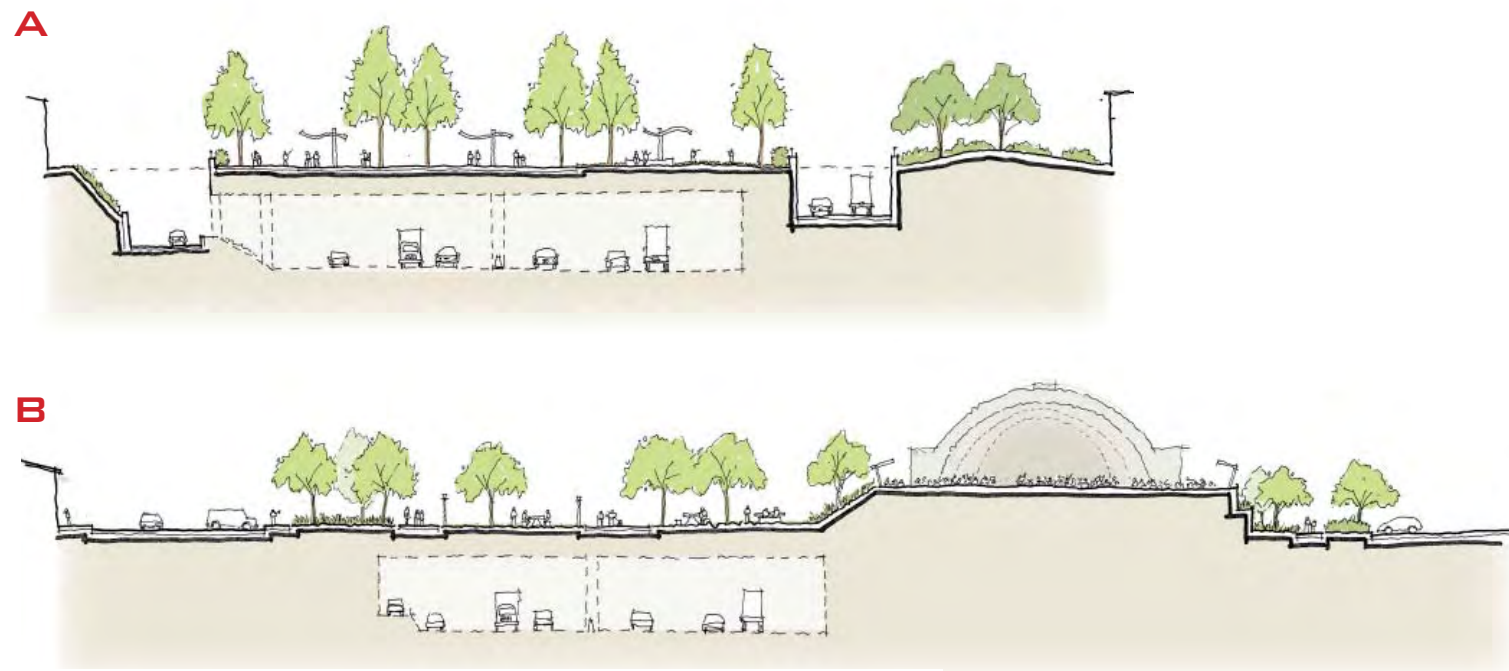


East light well - full deck - continuous structure



East light well, cantilevered deck

- Openings in the deck allow for air and light
- Park is decked where the largest open green spaces would occur and where the desired ramp consolidations would be least affected
- Van Ness Avenue connects through the park to give an alternate north to south route
- Frontage only on the west side of the park between Sunset and Hollywood with the reconnection of Van Ness
- Van Ness connects through the park to give an alternate north to south route
- New freeway off-ramp at Wilton
- Land/pedestrian bridges over major roads to create a continuous park experience when possible
- Fountain Avenue accommodates a square with central green or plaza space

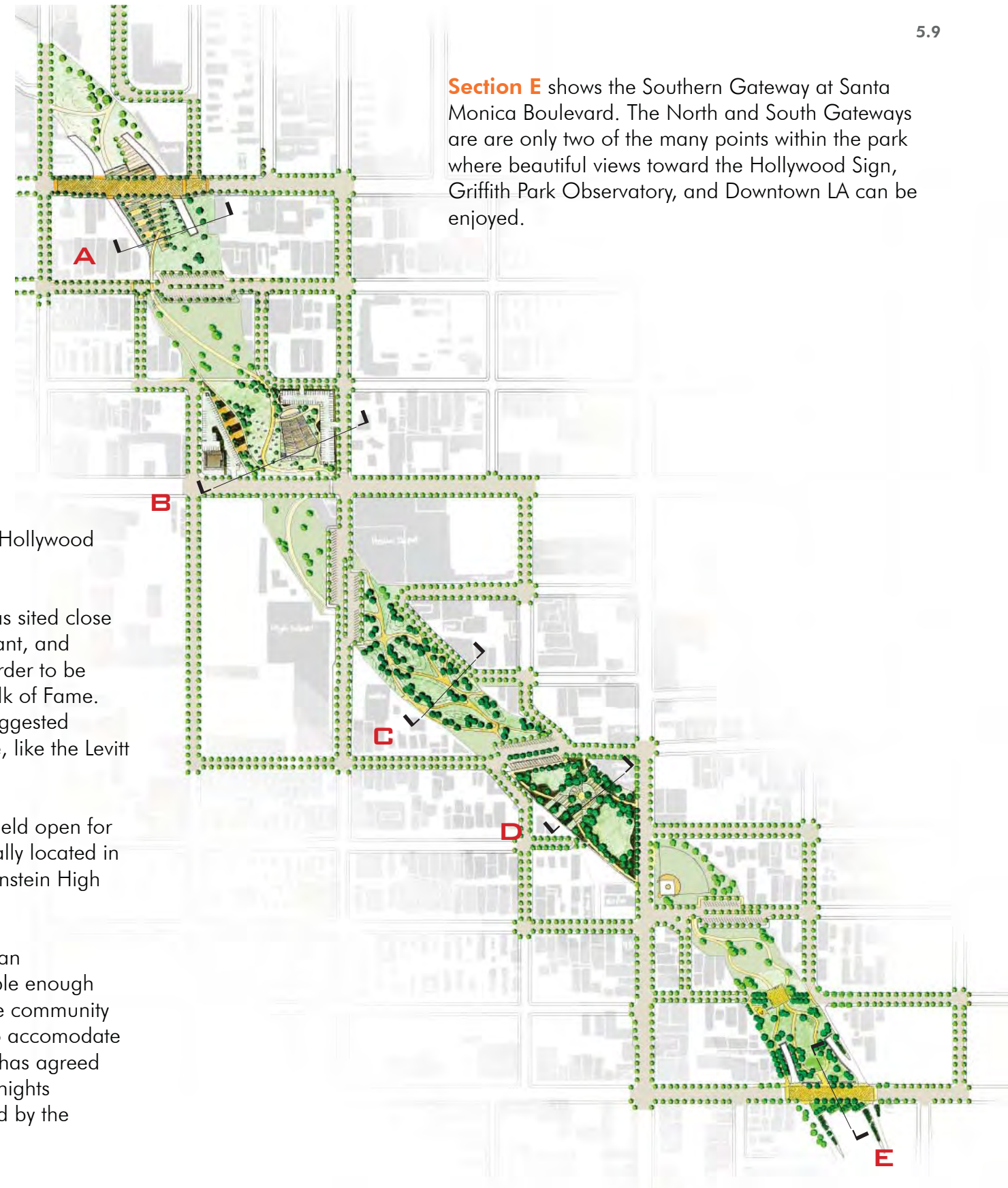


Section A shows the Northern Gateway at Hollywood Boulevard.

Section B shows an amphitheater which was sited close to Sunset Boulevard and an existing restaurant, and located in the northern part of the park in order to be close to the heart of Hollywood and the Walk of Fame. After presenting this plan, the community suggested making this amphitheater, more local in size, like the Levitt Pavillion in Pasadena, for example.

Section C shows the large, multi-purpose field open for flexible use by people of all ages. It is centrally located in the park and adjacent to the new Helen Bernstein High School.

Section D shows a large events plaza with an interactive water feature in the middle, flexible enough to accommodate crowds of all sizes as per the community input. Below the plaza is a baseball field. To accommodate soccer needs, Helen Bernstein High School has agreed to open its soccer field to the public during nights and weekends. This plan is being considered by the Department of Recreation and Parks.



Section E shows the Southern Gateway at Santa Monica Boulevard. The North and South Gateways are only two of the many points within the park where beautiful views toward the Hollywood Sign, Griffith Park Observatory, and Downtown LA can be enjoyed.

Option 2 takes all of the preferred alternatives and combines them into one plan. This option decks over the entire length of the park and provides the largest amount of green space while still accommodating traffic needs. Ramps are consolidated at three locations, keeping access on and off the freeway at Hollywood, Sunset and Santa Monica (the major east-west roads).

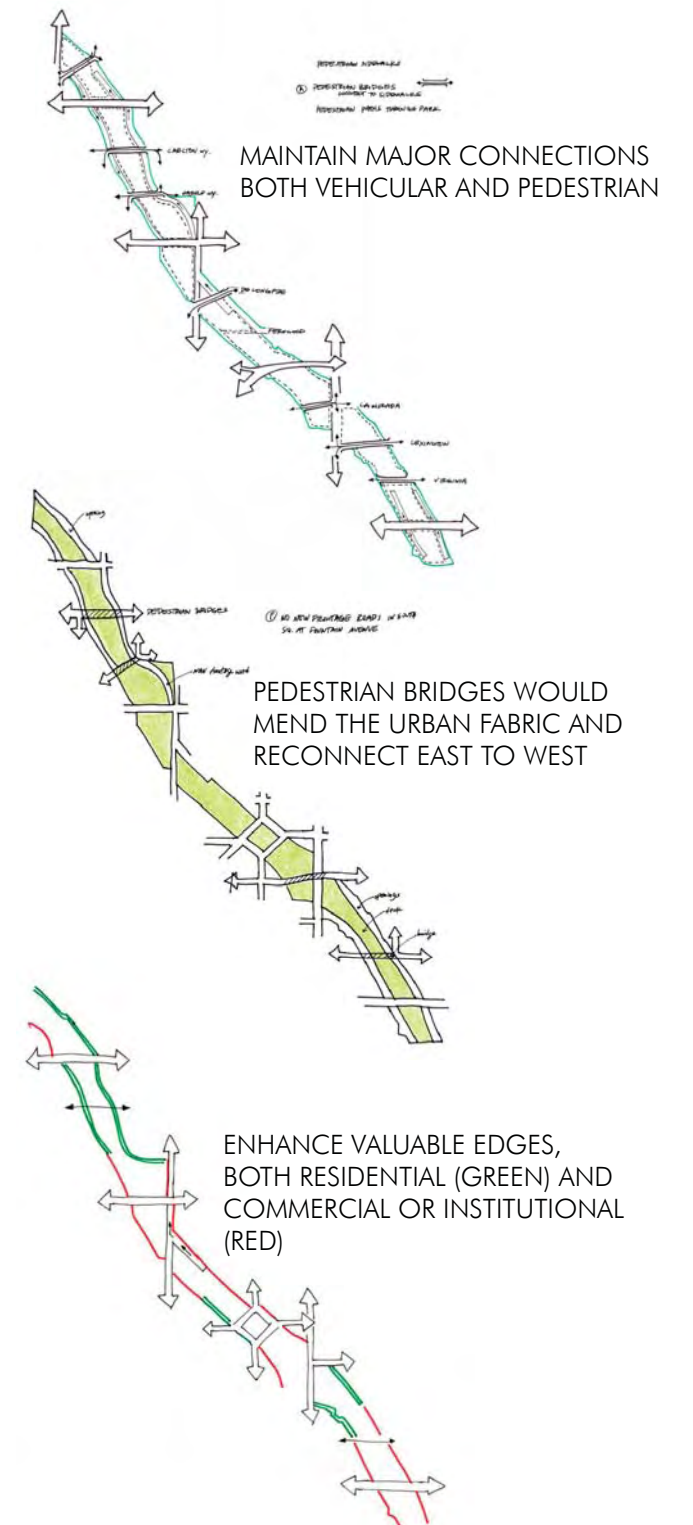
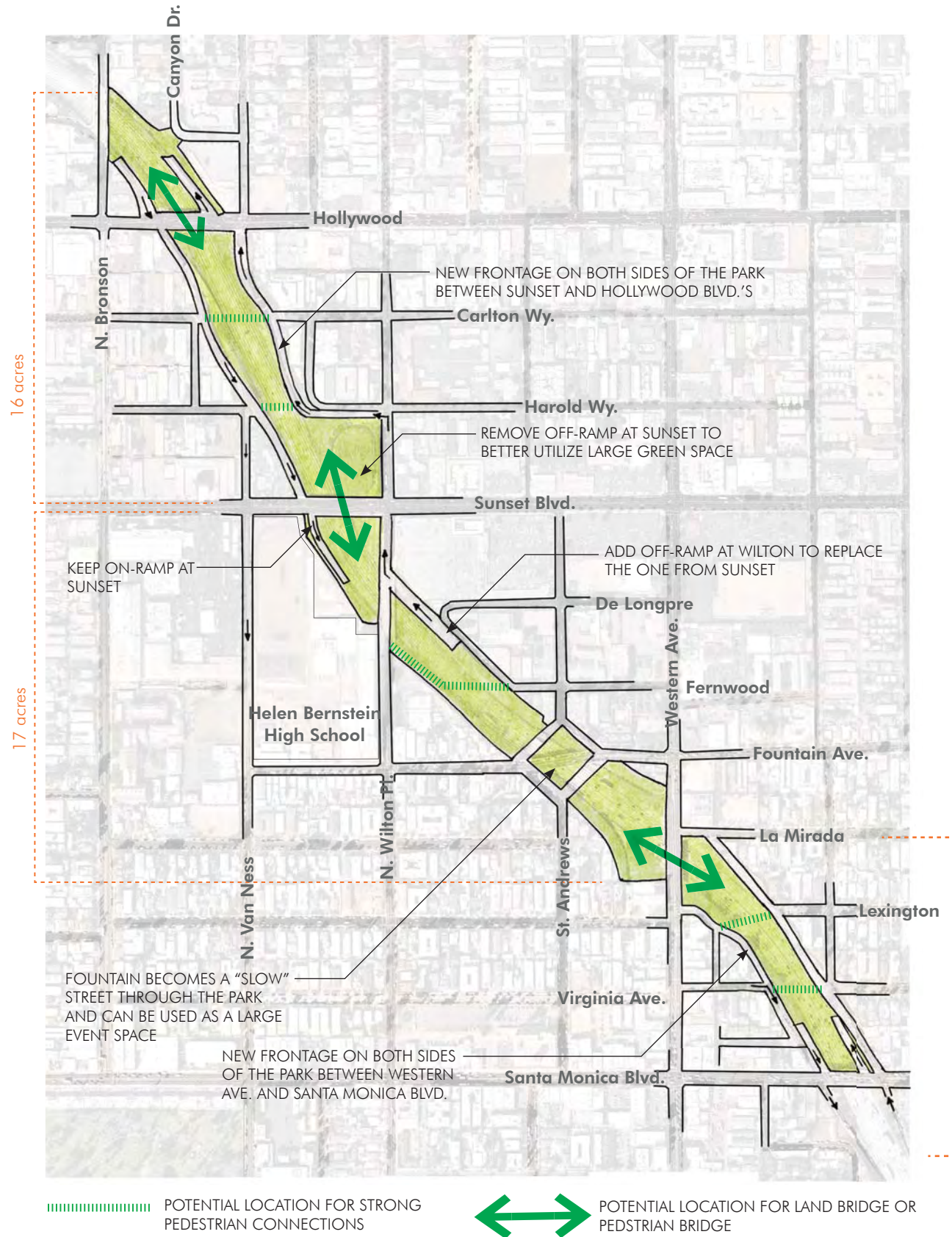
A new off-ramp is added at Wilton to replace the off-ramp removed at Sunset. Wilton would become one-way between Fountain and Sunset to keep traffic around the school and off the freeway as efficient as possible. The Sunset off-ramp is removed and would become prime green space for the park. The on-ramp at Sunset will stay in place but be decked over. Santa Monica Boulevard has two added on- and off-ramps to make it a complete entrance and exit from the freeway.

The northern end of the park has added frontage roads on both the east and west sides of the park for added visibility, security and residential frontage onto the park. This also provides alternative routes to vehicles moving north-south. The northern part of the park would respond to community needs and include possible program elements such as a sculpture park, small amphitheater, playgrounds, and gardens for interpretive elements.

The middle of the park sits adjacent to Helen Bernstein High School and would provide a large open green space for multi-purpose play fields.

Fountain Avenue, as a local street, is provided with a round-about that accommodates a large event space in the center and can become a place for large group gatherings for the local community to enjoy. This plaza space is also near Helen Bernstein High School and the center of the park.

The southern end of the park also has added frontage roads for a promenade experience along the residential as well as commercial park-front properties. With the densely populated adjacent neighborhoods, this zone would be designated for family gathering spaces, playgrounds, and a potential dog park.



..... POTENTIAL LOCATION FOR STRONG PEDESTRIAN CONNECTIONS

↔ POTENTIAL LOCATION FOR LAND BRIDGE OR PEDESTRIAN BRIDGE

EXISTING CONDITIONS

Arterials

Within the proposed park area, several roadways currently cross US 101 and would therefore traverse the proposed park. According to the City's General Plan and the Hollywood Community Plan, several of these roadways are designated as Major Highways Class II, while one is designated as a Secondary Highway. A Major Highway Class II is intended to have an ultimate right-of-way of 104 feet, with a curb-to-curb width of 80 feet. A Secondary Highway is intended to have an ultimate right-of-way of 90 feet, with a curb-to-curb width of 70 feet. However, actual rights-of-way and roadway widths are typically somewhat less within the vicinity of the proposed park. In addition, an update to the Hollywood Community Plan is currently underway that may result in modifications (generally reductions) in right-of-way and roadway width designations.

The roadways extending through the proposed park are as follows:

Hollywood Boulevard is a Major Highway Class II. It has two travel lanes in each direction with on-street parking on both sides of the street, with length of time restrictions on most blocks. The posted speed limit along Hollywood Boulevard is 35 MPH. Hollywood Boulevard carries approximately 35,000 vehicles per day.

Sunset Boulevard is a Major Highway Class II. It has two travel lanes in each direction with on-street parking on both sides of the street, with length of time restrictions on most blocks. During peak hours, parking is prohibited, resulting in three travel lanes in each direction. The posted speed limit along Sunset Boulevard is 35 MPH. Sunset Boulevard carries approximately 51,000 vehicles per day west of the freeway and approximately 42,000 east of the freeway.

Fountain Avenue is a Secondary Highway. It has one travel lane in each direction with on-street parking on both sides of the street. Fountain Avenue carries approximately 14,000 vehicles per day.

Santa Monica Boulevard is a Major Highway Class II. It has two travel lanes in each direction with on-street parking on both sides of the street,



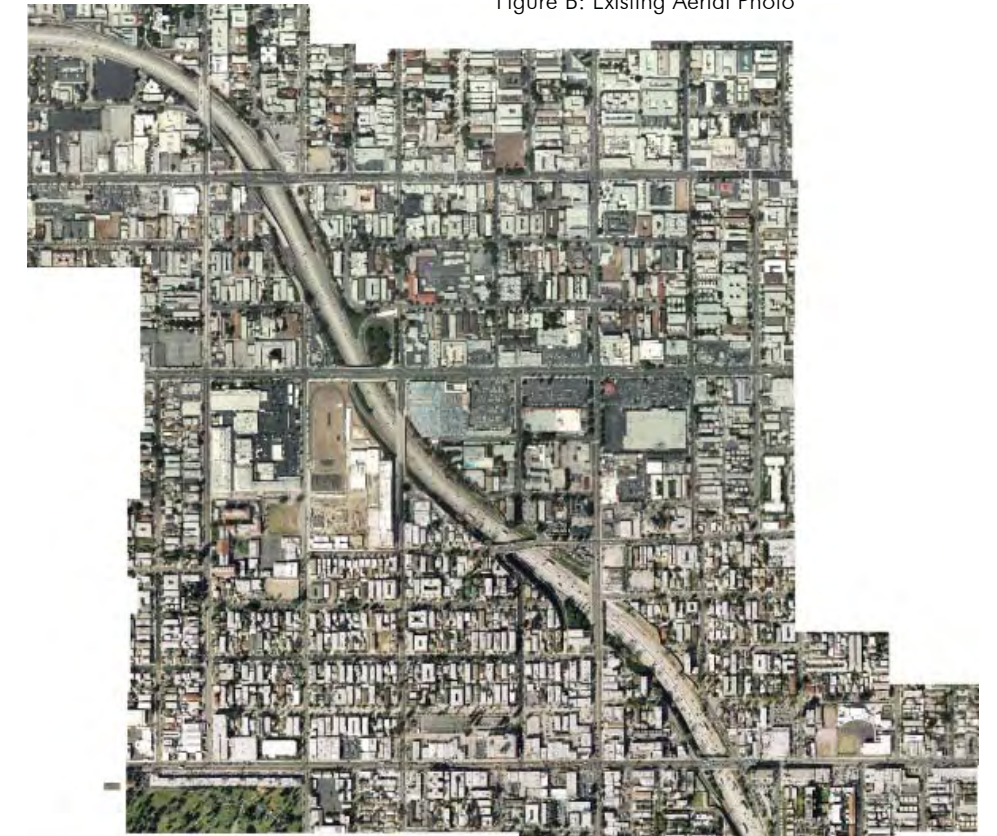
Figure A: Existing Conditions

with length of time restrictions on most blocks. During peak hours, parking is prohibited; however, no additional travel lane is created. The posted speed limit along Santa Monica Boulevard is 35 MPH. Santa Monica Boulevard carries approximately 45,000 vehicles per day west of the freeway and approximately 27,000 east of the freeway. Santa Monica Boulevard is a state highway, State Route 2.

Bronson Avenue is a Secondary Highway. South of Hollywood Boulevard, it has one lane in each direction and a center turn lane. North of Hollywood Boulevard, it has one lane in each direction, but no center turn lane. The bridge over US 101 is wider than the rest of the roadway and has diagonal parking in the southbound direction. Bronson Avenue carries approximately 11,000 vehicles per day.

Wilton Place is a Secondary Highway south of Sunset Boulevard, where it has two lanes in each direction. North of Sunset Boulevard, it is a collector street, with one southbound lane and two northbound lanes. Wilton Place carries approximately 16,000 vehicles per day.

Figure B: Existing Aerial Photo



Western Avenue is a Major Highway Class II. It has two travel lanes in each direction with on-street parking on both sides of the street, with length of time restrictions on most blocks. During peak hours, parking is prohibited in some areas; however, no additional travel lane is created. The posted speed limit along Western Avenue is 35 MPH. Western Avenue carries approximately 35,000 vehicles per day.

Local Street Network

The local street network in the vicinity of the proposed park is an urban grid. However, adjacent to the freeway, the grid is interrupted by the freeway mainline and by several freeway ramp connections. Van Ness Avenue, which is a collector roadway south of the freeway, is the most significant street that is severed by the freeway. In addition, Canyon Drive, Taft Avenue, St. Andrews Place, and Serrano Avenue are local north-south roadways that are interrupted by the freeway. Carlton Way, Harold Way, De Longpre Avenue, Fernwood Avenue, La Mirada



Avenue, Lexington Avenue, and Virginia Avenue are local east-west roadways that are interrupted by the freeway.

Figure 1 presents a graphical illustration of the local street network, showing the manner in which US 101 interrupts the connectivity of the network.

Freeway Configuration

Mainline

The US 101 freeway has four lanes in each direction from Bronson Avenue to Santa Monica Boulevard. At the north end of the proposed park, a northbound auxiliary lane connecting the Hollywood Boulevard on-ramp to the Gower Street off-ramp forms a fifth lane. The Caltrans Route Concept Report for US 101 in this area calls for an ultimate configuration of four mixed-flow and one high occupancy vehicle (HOV) lane in each direction. However, the Los Angeles County Metropolitan Transportation Authority (Metro), which is responsible for planning and funding the development of the Los Angeles County HOV system, indicates that there are currently no planning activities related to the development of HOV lanes on US 101 in this area. US 101 currently carries approximately 210,000 vehicles per day through this area.

Ramps

The US 101 freeway has three local interchanges within the proposed park area: Hollywood Boulevard, Sunset Boulevard, and Western Avenue/Santa Monica Boulevard.

The Hollywood Boulevard interchange is a “diamond” interchange, with on- and off-ramps in both directions from Hollywood Boulevard. In the southbound direction, the on-ramp is “braided” over the off-ramp to Sunset Boulevard, which itself is actually at Harold Way/Van Ness Avenue. Approximately 33,400 vehicles per day use the Hollywood Boulevard ramps.

The Sunset Boulevard is an incomplete interchange. It includes a southbound on-ramp from Sunset Boulevard, but, as described above, the southbound off-ramp actually connects to the intersection of Harold Way/Van Ness Avenue. In the northbound direction, a loop off-ramp connects to Wilton Place and Sunset Boulevard. The interchange lacks a northbound on-ramp. Approximately 29,300 vehicles per day use the Sunset Boulevard ramps.

The Western Avenue/Santa Monica Boulevard interchange consists of a “half-diamond” interchange at Santa Monica Boulevard with ramps to and from the south. The northbound on-ramp departs from Western Avenue, but the southbound off-ramp connects to Lexington Avenue, west of Western Avenue. Approximately 47,900 vehicles per day use the Western Avenue/Santa Monica Boulevard ramps.



Existing Non-Standard Features

The freeway mainline in most places lacks inside shoulders. Outside shoulders, where they exist, are generally of substandard widths.

The spacing between the interchanges does not meet the one-mile spacing generally required in urban areas: Hollywood and Sunset Boulevards are approximately one-quarter mile apart, while Sunset Boulevard and Western Avenue are less than half a mile apart.

The northbound off-ramps at Santa Monica and Sunset Boulevards and the southbound off-ramp at Lexington Avenue/Western Avenue all constitute “isolated” off-ramps without a corresponding on-ramp nearby. The Caltrans Highway Design Manual strongly discourages the use of isolated off-ramps.

Transit Routes

There are two Metro Red Line subway stations adjacent to the proposed park. The Hollywood & Western Station is four tenths of a mile east of the freeway, and the Hollywood & Vine Station is one half mile west of it.

Metro and the Los Angeles Department of Transportation (LADOT) operate transit bus routes within the project study area. The following Metro bus routes operate in the vicinity of the proposed park:

Metro Rapid route 704 is an east-west route that operates along Santa Monica Boulevard and provides service from downtown Los Angeles to Santa Monica.

Metro Rapid route 757 is a north-south route that operates along Western Avenue providing service from Hollywood Boulevard to Imperial Highway.

Metro Rapid route 780 operates along Hollywood Boulevard and provides service between Pasadena and West Los Angeles.

Metro Local route 2 is an east-west route that operates along Sunset Boulevard and provides service from downtown Los Angeles to Pacific Palisades.

Metro Local route 4 is an east-west route that operates along Santa Monica Boulevard and provides service from downtown Los Angeles to Santa Monica.

Metro Local route 175 operates along Fountain Avenue through the study area and provides service between Hollywood and Silverlake.

Metro Local routes 180 and 181 operate along Hollywood Boulevard, providing service to Glendale via Los Feliz Boulevard and Central Avenue.

Metro Local route 207 is a north-south route that operates along Western Avenue providing service from Hollywood Boulevard to Imperial Highway.

Metro Local route 217 operates along Hollywood Boulevard and provides service between Los Feliz and the West Los Angeles Transit Center.

Metro Local route 302 is an east-west route that operates along Sunset Boulevard and provides service from downtown Los Angeles to Pacific Palisades.

LADOT operates the local DASH Hollywood route. The DASH Hollywood route provides service along Santa Monica Boulevard, Sunset Boulevard and Western Avenue in the vicinity of the proposed park. The route is a circular route that begins at Hollywood Boulevard and Argyle Street and provides service along Franklin Avenue, Vermont Avenue, Edgemont Avenue, Fountain Avenue, Western Avenue, Sunset Boulevard, Gower Street, and Highland Avenue.

LADOT also operates Commuter Express Route 422, with a stop located on US 101 below Western Avenue. Staircases provide access from Western Avenue to the bus stop on the freeway. This route operates between 5:19 and 9:30 a.m. and between 2:44 and 7:14 p.m.



OPTION 1

Option 1, illustrated in Figure C, proposes a park from Bronson Avenue to Santa Monica Boulevard. The US 101 interchanges are consolidated at Hollywood Boulevard and Santa Monica Boulevard; the ramps at Sunset Boulevard and Western Avenue are eliminated. Several local streets, such as Carlton Way and Lexington Avenue, would be extended through the park.

Local Connectivity

Option 1 would restore some elements of the urban street grid that are currently interrupted by the freeway. Neighborhoods on the east and west side of the freeway that have been separated would be brought closer together in terms of travel time via automobile, bicycle, or foot. Design elements such as narrow roadway widths, curb extensions, and landscaping could be incorporated into the newly connected roadways to discourage their use by cut-through traffic seeking alternatives to the major boulevards. Additional paths through the park would further facilitate pedestrian and bicycle travel across the freeway. Figure D presents a graphical illustration of the local street network under Option 1, showing the manner in which the urban grid is partially restored.

Freeway Access

The Hollywood Boulevard interchange would remain in essentially the same configuration as it exists today. The freeway ramps to and from the south at Santa Monica Boulevard would also remain. A new northbound on-ramp would diverge from Serrano Avenue at Santa Monica Boulevard, and a new southbound off-ramp would connect to Santa Monica Boulevard at the location of the existing north leg of Oxford Avenue, replacing the short block of Oxford Avenue between Flemish Lane and Santa Monica Boulevard. All ramps at Sunset Boulevard and Western Avenue would be eliminated.



Figure C: Option 1

The consolidation of the freeway ramps at Hollywood Boulevard and Santa Monica Boulevard would achieve almost one-mile spacing between interchanges, the standard in urban areas. Access to Hollywood Boulevard would be unchanged, and access to Santa Monica Boulevard would be more consistent with motorists' expectations and less confusing. However, access to Sunset Boulevard would become more circuitous, requiring drivers to exit at Hollywood Boulevard and travel via local streets to destinations on Sunset Boulevard.

Effect on Traffic Volumes

The elimination of the Sunset Boulevard ramps would result in nearly 20,000 vehicles per day using the Hollywood Boulevard southbound on-ramp and the Hollywood Boulevard northbound off-ramp in the short-term, with volumes increasing in the long-term. Daily volumes



Figure D: Option 1

of this magnitude would be difficult to accommodate with standard interchange designs in an urban environment. The Hollywood Boulevard ramps would likely require "free" right turns and dual left turn lanes on all approaches, which would diminish the pedestrian environment in this area. In addition, the southbound on-ramp would likely need to be widened to carry two lanes all the way onto the freeway mainline below.

Hollywood Boulevard would also see a substantial increase in traffic volumes in the vicinity of the interchange, and nearby north-south streets such as Bronson Avenue and Wilton Place would carry additional traffic destined for Sunset Boulevard. It is feasible, if not necessarily desirable, to provide additional capacity on Hollywood Boulevard from

the freeway to Gower Street through widening and restriping. West of Gower Street, the Walk of Fame precludes any widening of Hollywood Boulevard.

Santa Monica Boulevard between Western Avenue and the freeway would also see an increase in traffic volumes. Widening of Santa Monica Boulevard consistent with its General Plan designation would likely be required. Traffic volumes on Western Avenue between the existing freeway ramps and Santa Monica Boulevard would likely decrease.

Cut-through traffic on residential streets in the area south of the freeway and west of Western Avenue would likely decline considerably because of the removal of the southbound off-ramp that currently terminates at Lexington Avenue. Similarly, traffic volumes on Van Ness Avenue would likely decline with the removal of the southbound off-ramp that terminates at that street.

Parking Opportunities

Opportunities for additional parking would be provided on the local roads that are to be extended through the park. In addition, some of the right-of-way made available by the elimination of existing freeway ramps could be used to provide parking.

Effect on Transit

There would not be a substantial effect on Metro's transit operations, nor would there be a substantial effect on LADOT's DASH service. The existing Commuter Express bus stop located on the freeway would be covered by the deck supporting the park. Lighting, security, and improved amenities should be provided to maintain the viability of these

stops. In addition, access consistent with the standards of the Americans with Disabilities Act (ADA) should be provided to the Commuter Express stop.

Effect on Truck Routes/HAZMAT

The Santa Monica Boulevard interchange is currently signed as not recommended for trucks with a kingpin-to-rear axle length exceeding 38 feet. Elimination of the Sunset Boulevard ramps would eliminate one option for such vehicles.

Some hazardous material (HAZMAT) loads are not permitted in tunnels. Depending on the design of the deck supporting the freeway, it is possible that some types of loads would have to be prohibited on the freeway through this area. Alternative routes, such as Interstate 5, would have to be identified for these loads.



OPTION 2 / PREFERRED PLAN

Option 2, illustrated in Figure E, also proposes a park from Bronson Avenue to Santa Monica Boulevard. As in Option 1, the US 101 interchanges are consolidated, but in a somewhat different manner. A "split diamond" interchange is created at Hollywood and Sunset Boulevards, with the northern half of the interchange at Hollywood Boulevard and the southern half at Sunset Boulevard. One-way frontage roads on either side of the park connect the two halves of the interchange.

As in Option 1, the ramps at Western Avenue are eliminated, and a complete diamond interchange is created at Santa Monica Boulevard. No local streets would be extended through the park in this alternative, although a large public square would be created over the freeway at the intersection of Fountain Avenue and Saint Andrews Place.

Local Connectivity

Option 2 does not directly restore the urban street grid in the way that Option 1 does. However, it does establish frontage roads on either side of the park in the northern and southern sections of the park. These frontage roads would facilitate short-distance north-south trips. Because the frontage roads do not extend through the middle section of the park, they would not be attractive to commuters as cut-through routes. As in Option 1, paths through the park would facilitate pedestrian and bicycle travel across the freeway.

Freeway Access

The northern half of the Hollywood Boulevard interchange would remain in essentially the same configuration as it exists today. The southern half of this interchange would be eliminated and replaced with one-way frontage roads along the edges of the park that would connect to Sunset Boulevard. On the west side of the park, the southbound frontage road would connect directly to the existing southbound Sunset Boulevard on-ramp.

In the northbound direction, a northbound off-ramp would be constructed to Wilton Place. Wilton Place would be converted to one-way northbound operations between Fountain Avenue and Harold Way. At or near Harold Way, a one-way frontage road would be constructed along the eastern edge of the park. One-way operations could also be extended for a greater distance on Wilton Place, and Van Ness Avenue would be considered for one-way southbound operations beginning at the southbound frontage road along the park.

The Santa Monica Boulevard interchange would be similar to that proposed in Option 1.

The consolidation of the freeway ramps proposed in this alternative would not achieve the standard one-mile spacing between interchanges, but it would retain direct access to Sunset Boulevard. Access to Hollywood Boulevard would be slightly less direct, though, requiring motorists to exit at Sunset Boulevard and travel along the new frontage road.

Effect on Traffic Volumes

Preliminary traffic modeling of the ramp configurations proposed under Option 2 indicates that they would result in a substantial increase in traffic on Wilton Place between Sunset Boulevard and Harold Way, and a somewhat smaller increase between Harold Way and Hollywood Boulevard. Traffic volumes on other roadways in the vicinity would not be substantially affected by the ramp reconfiguration.

The Hollywood Boulevard and Sunset Boulevard ramp intersections would likely be relatively large in comparison to other intersections in Hollywood, incorporating dual left turn lanes on all approaches. As in Option 1, the southbound on-ramp would likely need to be widened to carry two lanes all the way onto the freeway mainline below. Because

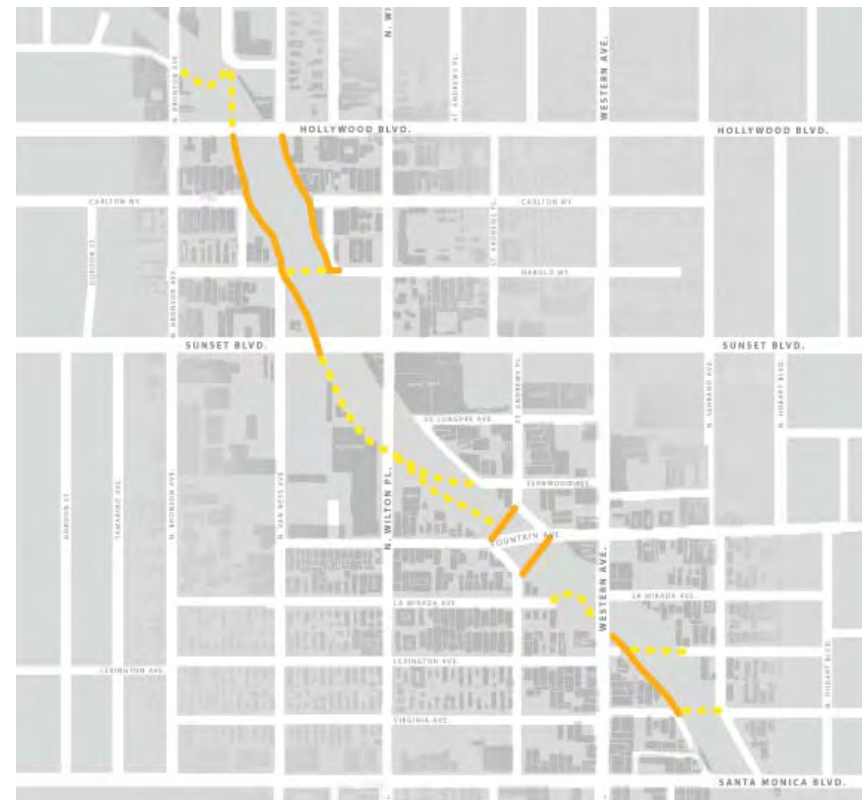


Figure E: Option 2

of the proximity to Santa Monica Boulevard, an auxiliary lane may be required on the freeway between the two interchanges.

Because access to both Hollywood and Sunset Boulevards is maintained in this alternative, neither boulevard would experience substantial increases in traffic volumes. In addition, the proposed frontage roads would carry some north-south traffic now carried by other local roadways.

As in Option 1, Santa Monica Boulevard between Western Avenue and the freeway would see an increase in traffic volumes, but cut-through traffic on residential streets in the vicinity would likely decline.

Parking Opportunities

Opportunities for additional parking would be provided on both sides of the proposed frontage roads adjacent to the park. In addition, some



Figure F: Option 2

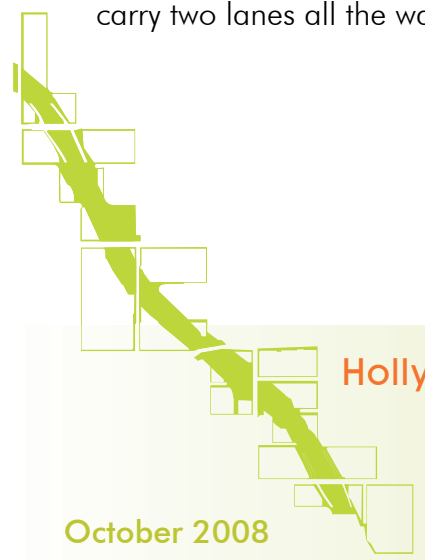
of the right-of-way made available by the elimination of existing freeway ramps could be used to provide parking.

Effect on Transit

The effect on transit would be the same as under Option 1.

Effect on Truck Routes/HAZMAT

The effect on truck routes and transport of hazardous materials would be the same as under Option 1.





6. THE RECOMMENDED PLAN

The recommended plan for Hollywood Freeway Central Park is a compilation of the preferred traffic, structural, landscape, and urban design alternatives that respond to the community's desires and concerns while also conforming to the physical constraints of the site. Strong connections and bold changes to the existing road network make the area in and around the park more efficient and easier to access. Unique spaces were considered on a conceptual level and remain flexible in their programming.



HOLLYWOOD CENTRAL PARK IS...

- A “locals first” community park known around the world
- A multi-cultural park for people of all ages
- Part of a safe public realm & neighborhood
- An ecologically sensitive and sustainable urban park

DESIGN PRINCIPLES

- Preserve & enhance the local neighborhood character
- Create distinctive “special places” that specifically relate to each zone
- Provide a large multi-functional “green” that has both active & passive uses
- Re-unite the 2 divided sides of the freeway
- Provide both youth-focused & senior-focused activities
- Support & integrate the new iconic school & its playing fields
- Create a program for after-hours use of the school & affiliated public facilities
- Improve vehicular circulation and operation
- Create an uninterrupted pedestrian path
- Create a continuous bike path & connect it to existing city bike network
- Allow for proper growth within the Caltrans right-of-way
- Improve existing parking conditions
- Create a phasing strategy that responds to community desires

PROGRAM

- Plaza + viewing platforms at north and south gateways
- Multi-purpose fields throughout
- Sculpture garden or open space designated for rotating art exhibitions
- Local-size amphitheatre
- Large open meadow
- Sports field (baseball diamond, soccer field shared with HB High School)
- Police sub-station and community center
- Playgrounds
- Large events plaza
- Picnic areas
- Dog park (on-leash and no fence)

CIRCULATION

The existing circulation around the project area consists of a broken grid of primary and secondary roads. The 101 Freeway tore through the area leaving streets interrupted and introducing awkward juxtapositions. The proposed circulation encourages residences and businesses to front the park, which will add value to their properties. This new network is a bold alternative to the urban grid. With the cost necessary to implement this park it makes sense to create a system that adds an enjoyable experience for visitors.

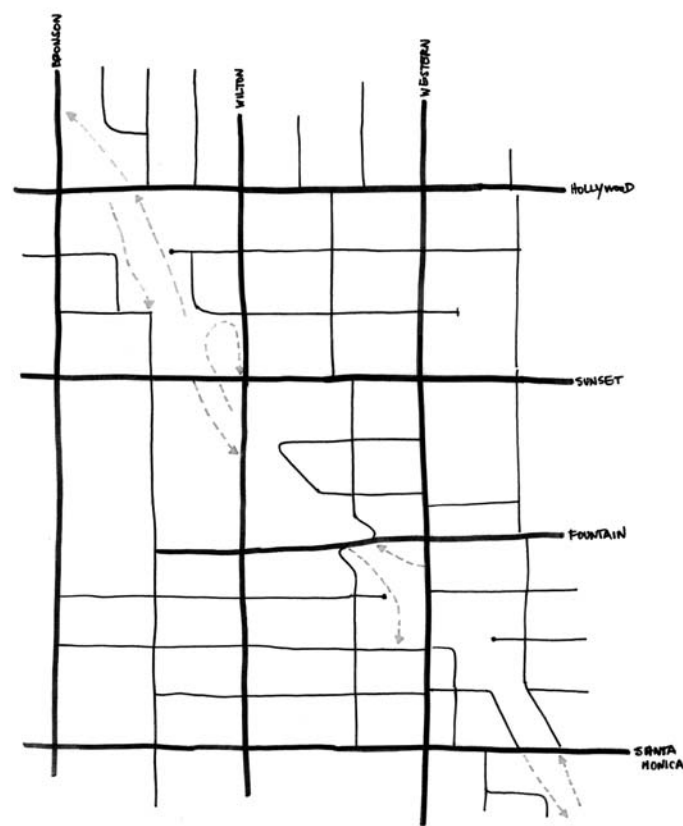
The preferred option decks over the entire length of the park and provides the largest amount of green space while still accomodating traffic needs. Ramps are consolidated at three locations, keeping access on and off the freeway at Hollywood, Sunset and Santa Monica (the major east-west roads). Major roads are still accessible from the freeway.

The northern end of the park has added frontage roads on both the east and west sides of the park for added visibility, security, and residential frontage onto the park. This also provides alternative routes to vehicles moving north-south.

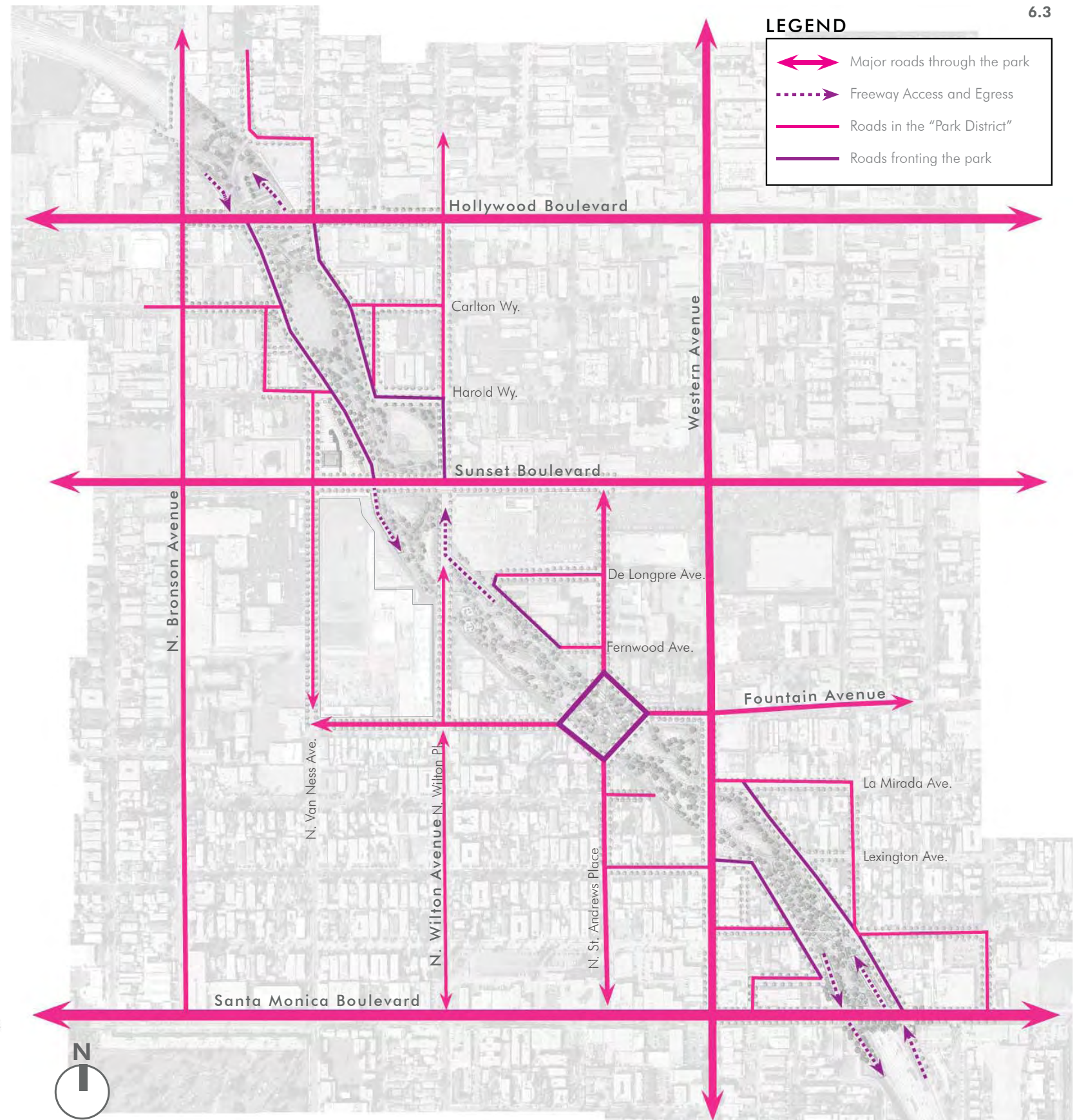
A new off-ramp is added at Wilton to replace the off-ramp removed at Sunset. Wilton would become one-way between Fountain and Sunset to keep traffic circulation around the school and off the freeway as efficient as possible. The on-ramp at Sunset will stay in place but be decked over. Fountain Avenue, a local street, has a round-about introduced as its mended intersection with St. Andrew's Place. This is feasible, according to our traffic consultants, and also creates a bold and interesting space for the neighborhood.

Santa Monica Boulevard has two added on- and off-ramps to make it a complete entrance and exit from the freeway. Along the southern edges of the park are new frontage roads to provide alternate routes for vehicles.

EXISTING CIRCULATION

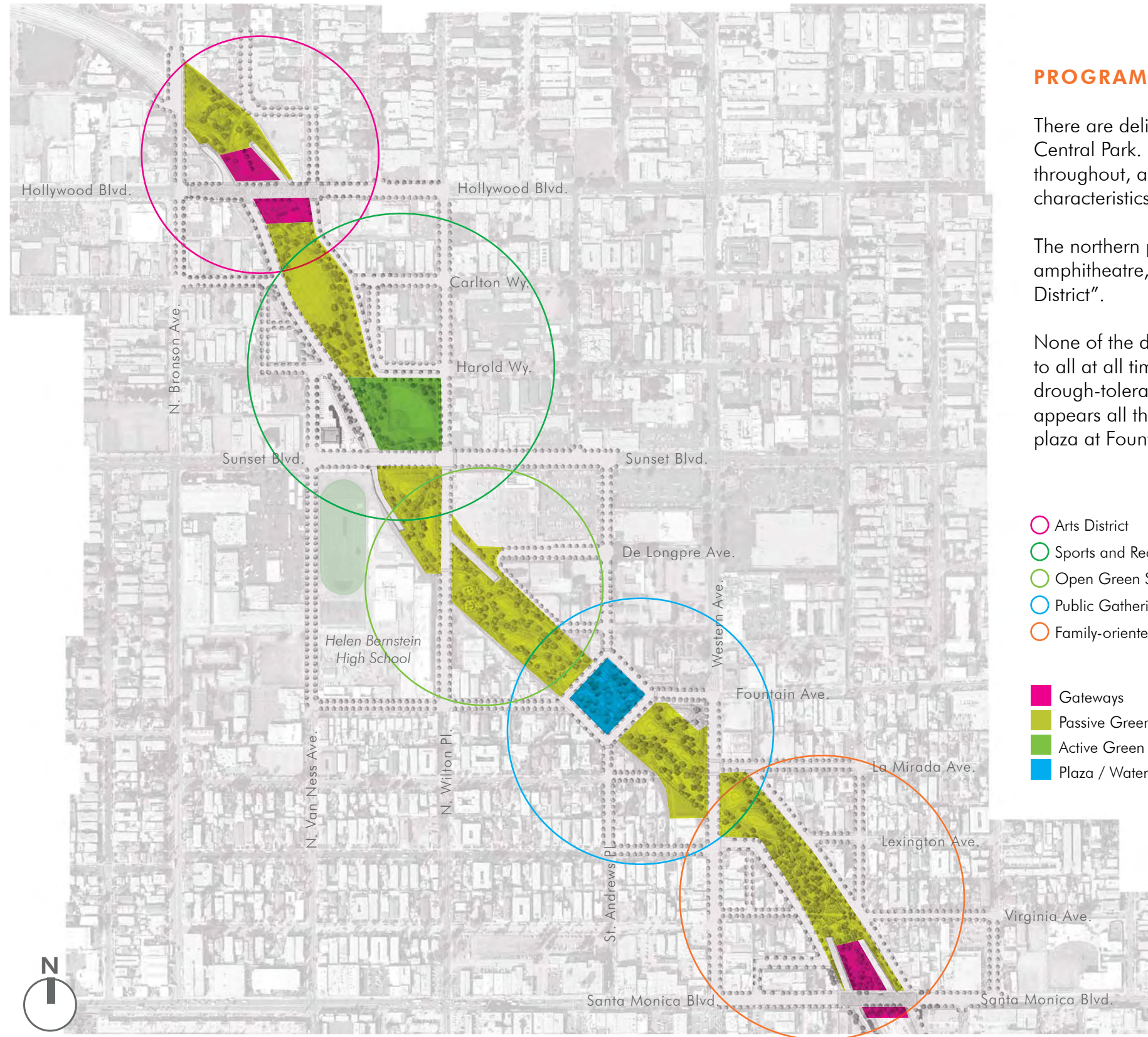


* dashed lines indicate freeway access and egress



LEGEND

- Major roads through the park
- Freeway Access and Egress
- Roads in the "Park District"
- Roads fronting the park



PROGRAM

There are deliberate landscape and planning intentions behind the plan of Hollywood Freeway Central Park. In order to provide the greatest amount of open green space with flexible uses throughout, all zones remain open and flexible for multiple uses while still exhibiting unique characteristics and program elements.

The northern part of the park is the Hollywood Gateway piece and it has a small, local-sized amphitheatre, viewing platforms and a sculpture garden. This defines this zone as the "Arts District".

None of the districts have fences or walls that define their spaces so the park is entirely open to all at all times. The center of the park is open green space in the form of fields, meadow, drought-tolerant garden spaces, along with more shaded, quiet zones. This type of space appears all through the park and is bordered by more specific zones such as the large gathering plaza at Fountain Avenue and St. Andrews Place.

- Arts District
- Sports and Recreation
- Open Green Space
- Public Gathering Space
- Family-oriented Space
- Gateways
- Passive Green Space
- Active Green Space
- Plaza / Water Feature

Arts District

- Plaza + viewing platforms + park gateway element
- Local-size amphitheatre integrated in parkland
- Sculpture garden or open space designated for rotating art exhibitions

Sports & Recreation

- Large open meadow
- Baseball field (size to be determined)
- Playground and picnic area

Open Green Space

- Multi-purpose field, landforms, meandering paths
- Playground and picnic area

Public Gathering Space

- Large events plaza with interactive water feature
- Multi-purpose field

Family-oriented Space

- Playground and picnic area
- Dog park (on-leash and no fence)
- Plaza + viewing platforms + park gateway element



Drought-tolerant gardens



Meadow planting



Open fields



Informal amphitheatre



Playgrounds



- PROGRAM**
 - 1. Park Gateways
 - 2. Potential location for small, informal amphitheater
 - 3. Baseball field
 - 4. Picnic area / playground
 - 5. Sculpture garden
 - 6. Large multi-purpose plaza with interactive water feature
 - 7. Gathering plaza

- GREEN SPACE TYPES**
 - a. Drought-tolerant garden
 - b. Meadow and open green space
 - c. Rolling hills / landforms
 - d. Grassy field for multiple uses

NORTHERN GATEWAY

An iconic park, like Hollywood Central Park will provide a stunning arrival experience that gives it a memorable local as well as global identity. These gateways should be visible from the freeway and from the main streets that frame the park - Hollywood and Santa Monica Boulevards. The plan on the right shows the Hollywood Boulevard Gateway and the images below are precedent photographs that hint at the character we hope to achieve.

Hollywood Boulevard is flanked by two platforms that would provide extraordinary viewing points to the new park, the hills and downtown Los Angeles. These locations would provide open plaza spaces for a multitude of activities. The Northern Gateway's proximity to the Walk of Fame would make it an ideal location for an attractive feature such as a privately funded sculpture park.

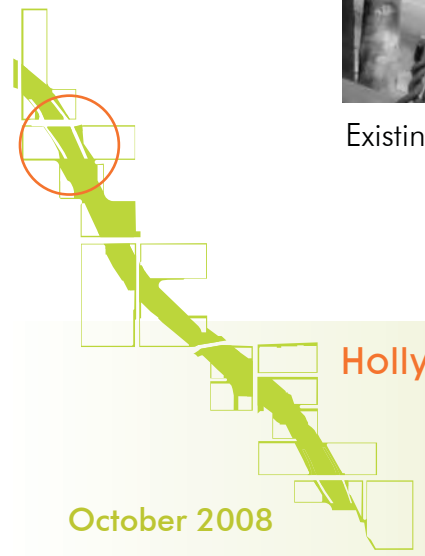




Existing ~ Hollywood Boulevard off-ramp and freeway



Proposed ~ Park meets Hollywood Boulevard and freeway no longer dominates the scene

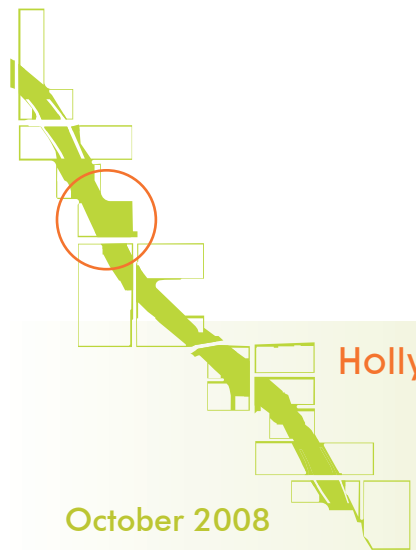




Existing ~ Sunset Boulevard off-ramp, overpass and freeway



Proposed ~ Park includes a baseball field for use by the community as well as the students of Helen Bernstein High
note: field size and connecting structured are to be determined later in design phase



COMMUNITY GREEN

The community expressed a strong desire for open green space throughout the park. Hollywood Boulevard has several tourist attractions and Santa Monica Boulevard receives the most amount of cars per day, being that it is a main artery for the city. The Community Green is directly adjacent to Helen Bernstein High School, and comprises of approximately 10 acres of open space. It would still be accessible from the freeway yet it gets less traffic than the northern and southern gateways.

The central part of the park would be the most relaxed, family-oriented, and flexible in program. Here is where people could run, stroll, play, picnic, nap, and have group gatherings of any size. The landscape design shows a series of paths (both bike and pedestrian) that meander through the park, creating an interesting experience for people of any age. The Community Green would become an urban oasis and provide the green space that Hollywood desperately needs.

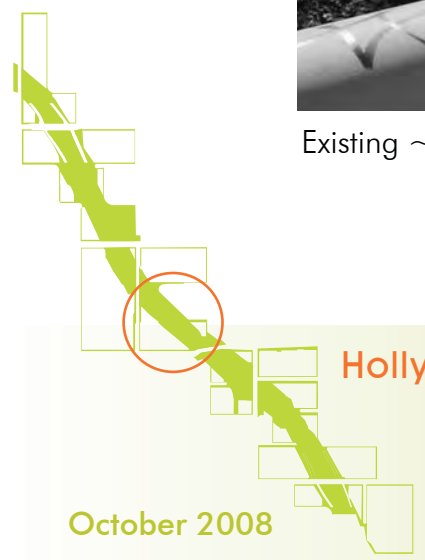




Existing ~ North Wilton Place overpass and freeway



Proposed ~ "Community Green" extends from North Wilton Place to Fountain Avenue and beyond



ST. ANDREW'S SQUARE

Fountain Avenue and St. Andrews Place, local streets, are transformed into *St. Andrew's Square*, a large plaza surrounded by local roads. Vehicles can loop around and see the park from all sides while efficiently accessing major north-south as well as east-west arteries. The center of the plaza has an interactive water feature and a mixture of areas, both hard and soft, shady and sunny.

St. Andrew's Square can become a place for sizable group gatherings. Having these two streets meet at a square is a bold move that reconnects the urban fabric in a unique and dynamic fashion. It can give a new sense of character and community to the neighborhood. Currently this intersection is under-developed and run-down, making a major move like this one, an exciting project for Hollywood.

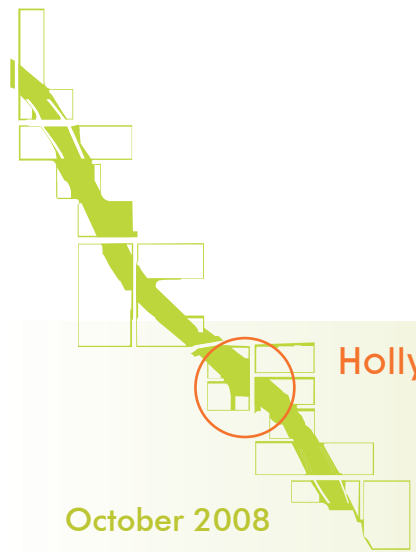




Existing ~ Fountain Avenue overpass and freeway, Western Avenue and downtown skyline in the distance



Proposed ~ With the preferred option in place, area over the freeway becomes continuous green space and railings are no longer necessary. Stunning views of downtown Los Angeles can be enjoyed.



Hollywood Freeway Central Park
Feasibility Report

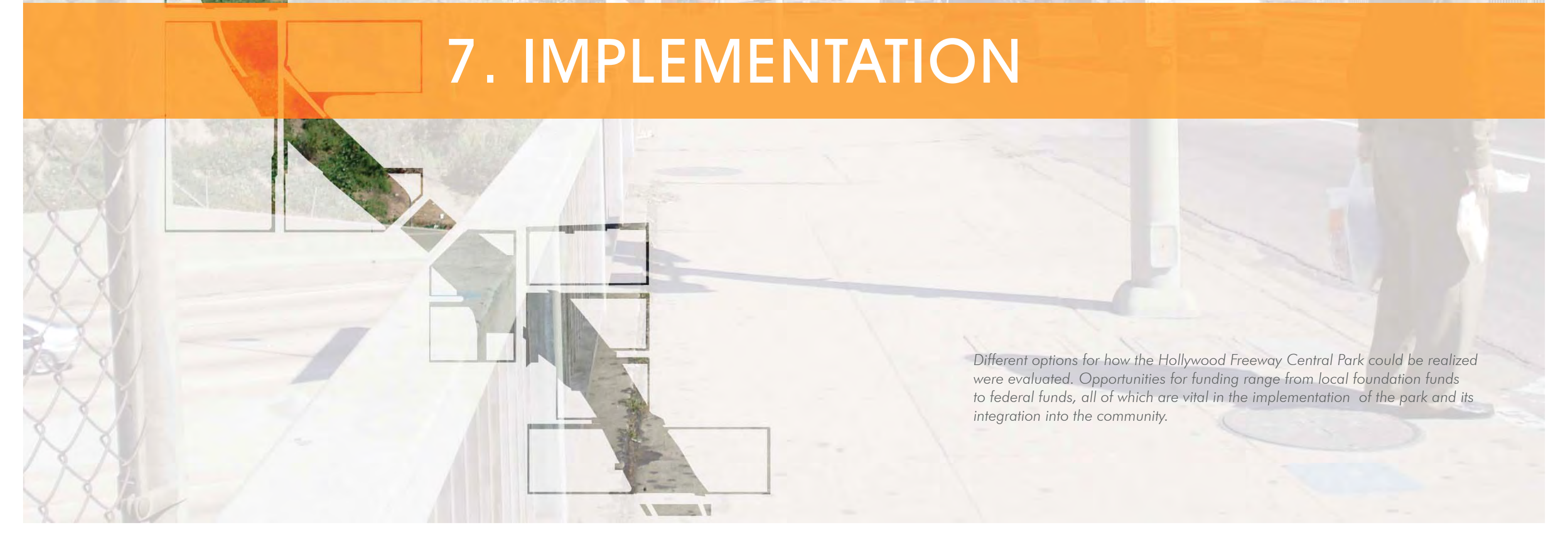
October 2008

BEFORE & AFTER PHOTO MONTAGE

The Recommended Plan



7. IMPLEMENTATION

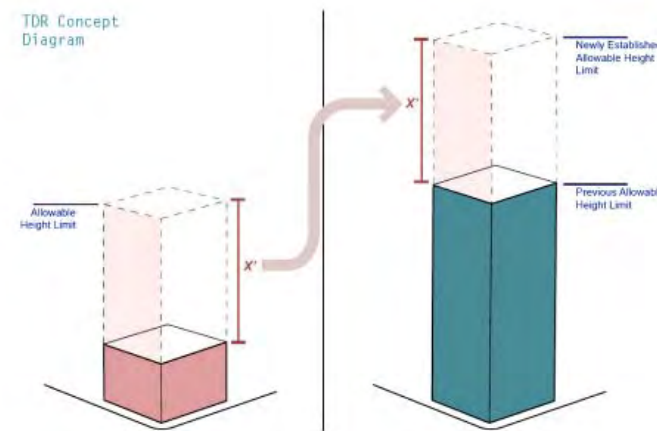


Different options for how the Hollywood Freeway Central Park could be realized were evaluated. Opportunities for funding range from local foundation funds to federal funds, all of which are vital in the implementation of the park and its integration into the community.

1.1 PURPOSE

This section describes funding opportunities available to the City of Los Angeles Community Redevelopment Agency (CRA) or available to the City of Los Angeles to help finance and construct the Hollywood Freeway Central Park. The section describes opportunities that are organized by Project Area funds, City and Regional Funds, State Funds, and Federal funding sources. This section also provides a brief summary that is an initial guide to the financing options that the CRA, the City, or a local non-profit can explore to initiate planning, design, and construction.

The table to the right provides a summary of available programs able to assist CRA in financing the Hollywood Freeway Central Park. Appendix A provides more information on private funding sources.



Transfer of Development Rights

A Transfer of Development Rights (TDR) program is a mechanism to support additional density of development on one site while using the economic benefit of that increased density to finance conservation, preservation, or park improvements on another site.

TDR programs use market forces to simultaneously promote conservation in high value natural, agricultural, and open space areas while encouraging smart growth in developed and developing sections of a community. Successful TDR programs have been in place throughout the country since 1980, and have protected or enhanced tens of thousands of acres of farmland and open space. TDR programs have been used in urban settings such as in the City of Burbank to promote urban form, in the City of Irvine to revitalize housing, and in the City of Pasadena to preserve historic landmarks.

Implementation Measure: Where locations could support additional density near the Central Park, the City could develop a TDR program that transfers a portion of the additional development value to park improvements on Highway 101. TDR programs generally finance capital improvements, land acquisitions, or conservation easements and are not used for ongoing operation and maintenance.

Redevelopment Funds (Tax Increment Financing)

The majority of the study area is within the Hollywood Redevelopment Area and is able to capture a share of the tax increment generated from the increased assessed value on properties within the project area. The introduction of a large-scale, properly-managed park can add significant value to surrounding property. As parcels turnover or redevelop, CRA would receive additional tax increment revenues. CRA can use the projected increase in assessed value to support the capping project by leveraging the future revenue generated from area improvements to help pay for the project.

Development Impact Fees

Project Area development impact fees are fees charged to new development within a Project Area to pay for public improvements. These are fees adopted by the City and would be charged during the permitting process. Impact fees generally require new development to pay a pro-rata share of the cost of new improvements necessary to support the new development. Project Area development impact fee revenue would be collected at the rate of new development; however the City can expect the annual fee revenues to fluctuate according to cycles in development activity.

The City should be careful not to place undue burden on new development where it actually thwarts development within the project area.

Sale or Lease of Air Rights

While construction costs for deck parks can be high, there is an opportunity to re-capture a portion of the costs by selling the air rights above the deck or possibly directly adjacent to it. This can be achieved either by offering it for private development or allowing more modest retailers to lease space within the park. For example, the High Line Park in New York expects to pay for a portion of the park maintenance by leasing space to small park vendors. On a larger scale, rail companies that owned right of way through Downtown Chicago sold its air rights in downtown to primarily office developers.

Funding Sources

- Project Area Funding Sources
- City/Regional Funding Sources
- State Funding Sources
- Federal Funding Sources

2.1 PROJECT AREA SPECIFIC FUNDING SOURCES

Project area funding sources are those funds generated within or by the project area itself. They often require property-owner support but do not necessarily require commitments from the City's General Fund or other citywide revenue sources; although the City's General Fund often pays for some or all of the seed money necessary to establish the mechanisms used to generate funds from these sources. Funds from these sources are specifically dedicated to the improvement of the areas that generate the funds. In addition, the city can form special districts and/or set-up zoning regulations that generate funding through increased property tax proceeds or from new development, paying its fair share of the park improvements.

Caltrans has recently indicated it would expect to receive a share of the air right proceeds should private development be placed on top of a freeway.

Mello-Roos Community Facilities District

Mello-Roos districts are similar to special assessment districts except they must be approved by a two-thirds approval of noticed voters (not proportionate to their assessment). Mello-Roos districts are not special assessments but a special tax used to pay for public facilities and/or services. Many practitioners feel that the Mello-Roos proceedings provide more flexibility in allocating district costs than special assessment districts.

Special Events and Seasonal Markets

Special events include, but are not limited to, concerts, corporate promotions and cultural festivals. Seasonal markets include holiday markets (Christmas), “green” or farmers markets and craft fairs which ordinarily span the course of a month. For example, in Duffy Square (located in Times Square) and Union Square, the City of New York has developed an a la carte type fee menu for special events, listing, in addition to the basic event fees (promotion/commercial, athletic or general event), specific fees charged for conducting certain activities or providing particular types of equipment or apparatus such as amplified sound, tents, stages, product sampling, inflatable advertisements, etc. Special events in Duffy Square in 2005 generated approximately \$660,000 in fees, \$600,000 or approximately 91 percent of the total was attributable to corporate promotional events. Based on the unique nature and high profile attributed to the Hollywood Freeway Central Park, it is reasonable to assume that it will also generate significant special event and seasonal market fees for the City of Los Angeles Department of Recreation and Parks should the Park be designed for special events.

Local Foundation Funds

In certain unique cases similar to that envisioned at Hollywood Freeway Central Park, a local non-profit foundation is formed to pursue private and public funds and initiate community and political interest in a public project. For example, the Friends of the Highline has played an essential role in the planning, design, and financing of improvements to the abandoned elevated railway in New York City. Efforts are already underway by the Hollywood Chamber of Commerce to form a similar organization intended to facilitate and partially finance the capping project.

2.2 CITY/REGIONAL FUNDING SOURCES

Quimby Act Park Funds

Developers pay Quimby Act fees at a rate that is established to provide five acres of park land per thousand residents. The fee supports park and recreation facilities in-lieu of dedicating park land within the development. The revenues must be used “for the purpose of acquiring,

developing new or rehabilitating existing neighborhood or community park or recreation facilities to serve”. In other words, new development in and around the Hollywood Freeway Central Park could help to pay for park improvements.

Transportation Development Act (Bicycle and Pedestrian Funds)

Transportation Development Act (TDA) Article 3 funds are used by cities within Los Angeles County for design and construction of bicycle and pedestrian facilities. These are administered by the Los Angeles County Metropolitan Transportation Authority (Metro). Metro allocates annually to the City based on its current year population estimate. As of November 2007, approximately \$10.5 million in funds for the City of Los Angeles remained available.

Private Carbon Reduction Mitigation Funds

Should the capping project be able to capture Particulate Matter 10 (PM10) and other criteria pollution monitored by the Air Resource

Board, the project would be able to receive mitigation funds equal to the market rate for reductions in pollution under the cap and trade program. Trades for PM10 reductions in the Southern Coast Air District ranged from \$260,000 to \$490,000 per ton in 2006. Nitrus Oxide ranged from \$80,000 to \$411,000 per ton. Mitigation prices vary significantly but the project could sell the reduction in pollution to support capital improvements or operation costs.

Gas Tax (CIP)

Gas Tax is directed specifically to transportation funding which can be used for transportation maintenance, improvements, and management. This includes funding streetscape improvements. The majority of funds go towards maintenance and operation of the City’s existing transportation infrastructure. Gas tax capital improvement funds are earmarked through the City’s Capital Improvement Program.

Private Foundation Commitments

The following private foundations may serve as additional funding sources.

- The California Endowment: <http://www.calendow.org/>
- The William and Flora Hewlett Foundation: <http://www.hewlett.org/Default.htm>
- The California Wellness Foundation: <http://www.tcwf.org/>
- Liberty Hill Foundation: http://www.libertyhill.org/donor_environmental101.html
- Environment Now: <http://www.environmentnow.org/>
- Center for Creative Land Recycling: <http://www.cclr.org/>
- Bank of America Foundation: <http://www.bankofamerica.com/foundation/>
- Common Counsel Foundation: <http://www.commoncounsel.org/Penney%20Family%20Fund>
- James Irvine Foundation: http://www.irvine.org/grants_program/philosophy/focusPlace.shtml
- Marisla Foundation
- Rose Foundation: <http://www.rosefdn.org/grants/guidelines.html>
- Roth Family Foundation
- Robert Wood Johnson Foundation: <http://www.rwjf.org/index.jsp>

Environmental Justice Funds Mitigating the Impact of Highway 101

The following private foundations may serve as funding sources for mitigating the impact of Highway 101. See Appendix A for more information.

- GreenLA: <http://www.cbecal.org/movement/greenla.html>
- The New World Foundation: http://www.newwf.org/grant_programs/ghej.html

2.3 STATE FUNDING SOURCES

State Proposition 1B

Proposition 1B, Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the state to sell approximately \$20 billion of general obligation bonds to fund transportation projects to relieve congestion, improve the movement of goods, improve air quality, and enhance the safety and security of the transportation system. The bond money will be available for expenditure by various state agencies and for grants to local agencies and transit operators upon appropriation by the Legislature:

- Congestion Reduction, Highway and Local Road Improvements—\$11.3 billion
- Public Transportation—\$4 billion
- Goods Movement and Air Quality—\$3.2 billion
- Safety and Security—\$1.5 billion

State Transportation Improvement Program (STIP)

The State Transportation Improvement Program is the statewide plan to fund transportation improvements. The STIP identifies a number of Federal and State transportation programs that will be used on

Hollywood Freeway Central Park
Feasibility Report

October 2008

transportation capital improvement projects. These include Federal distributions such as the Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Enhancement Activities, and the Regional Surface Transportation Program, which are also discussed in the following Federal Funds section in this memorandum. Seventy-five percent of the funding goes to the local regions through a competitive process for local projects.

2.4 FEDERAL FUNDING SOURCES

Federal funds have remained the largest share of capital funds used to finance capping projects. More specifically, Federal appropriations are essential in capping projects. More recently, funds were appropriated through the Federal Transportation Enhancement Act (TEA-21). TEA-21 was converted to SAFETEA-LU under the Bush Administration.

Recreational Trails Program (RTP)

The Recreational Trails Program (RTP) is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation by making funds available to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.

Federal Appropriations – SAFETEA-LU

SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. Total funding to formula grant categories in SAFETEA-LU increased by \$10 billion, or 5 percent, over TEA-21 levels. In contrast, SAFETEA-LU provides about \$35 billion in discretionary funding nationwide—about 40 percent more than the amount under TEA-21. In particular, funding for the High Priority Projects (HPP), a discretionary program which provides designated funds to specified projects identified by Congress, increased from \$9.3 billion to \$14.8 billion.

Safe Routes to Schools

SAFETEA-LU includes the Safe Routes to School Program. This new program encourages primary and secondary school children to walk and bicycle to school. Both infrastructure-related and behavioral projects should focus on providing a safe, appealing environment for walking and biking that will improve the quality of our children's lives and support national health objectives by reducing traffic, fuel consumption, and air pollution in the vicinity of schools.

Recreational Trails

A total of \$370 million is provided through 2009 to continue this program to develop and maintain trails for recreational purposes that include pedestrian, equestrian, bicycling and non-motorized snow activities as well as off-road motorized vehicle activities.

Community Development Block Grant (CDBG)

CDBG funds are distributed by the Department of Housing and Urban Development (HUD) and can be used for capital improvements. The City of Los Angeles manages and distributes CDBG funds within the City of Los Angeles. Only a portion of CDBG dollars go to infrastructure improvements. A large share of CDBG funds are distributed local community service organizations that assist low and moderate-income households as well.

LESSONS LEARNED

Due to the size and costs of decking or capping projects, federal appropriations have been an essential component of any new decking or capping project. While appropriation normally came through the TEA-21 program, the City or Redevelopment Agency will need to pursue funds originating from the SAFETEA-LU program. Applicants have generally named capping projects as mitigations, ameliorating the initial negative impact to the surrounding community, both in terms of public health, property values, noise, and its separation of neighborhoods.

Also integral to financing is determining a local revenue component that provides a local match either through parking revenue, sale of

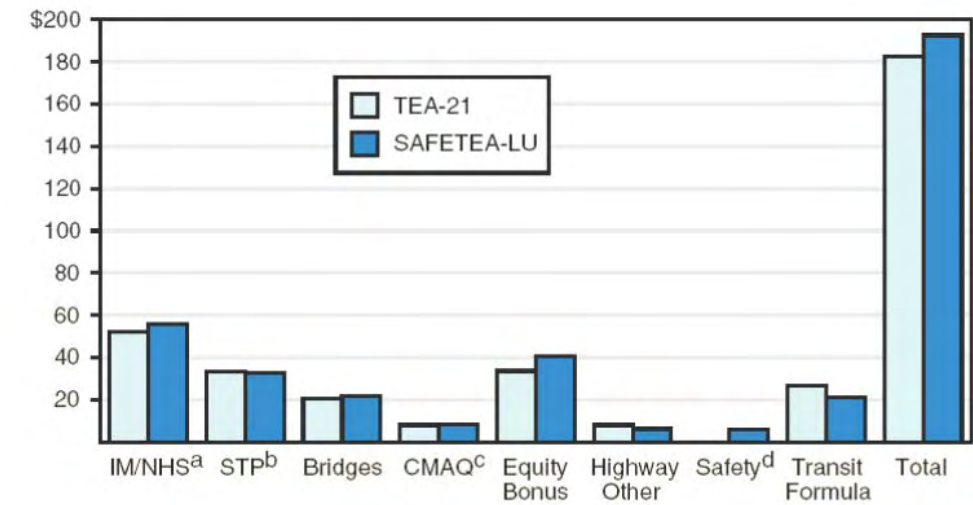
air rights, transfer of development, special assessment districts, or development fee program able to support the large capital costs of the project. Local community leaders and politicians play an important role in garnering support and creating local community interest in a capping project of this scale. Capping project managers cautioned other project managers to give realistic expectations of the size of capping the project in recognition of the limited public resources available. Project managers also mentioned the importance of keeping the community's attention over a very lengthy process by having committed community members, planning activities, designs challenges, and a local foundation able to generate funding and community interest independent of the City.

See appendix for a detailed list of potential funding sources.

Project	Location	Year Built	Acres	Cost	Price/Sq ft	Funding Sources	Contacts
I-90 Completion	Mercer Island, Washington	1971-1985	28	<ul style="list-style-type: none"> \$1.6 billion (entire project) \$300 million for parks 	\$1,312	<ul style="list-style-type: none"> 90% Federal 10% Other 	Pete Mayer Director Mercer Island City Parks Dept. (206) 236-3545
I-5 Freeway Park	Seattle, Washington	1976	5	<ul style="list-style-type: none"> \$23 million 	\$106	<ul style="list-style-type: none"> 25% Federal Highway Administration (FHA) 18% City Bond 18% Citizens Initiative for Regional Park Bonds 39% Private Development 	City of Seattle Parks & Recreation Dept. (206) 684-4075
I-10 Papago Freeway	Phoenix, Arizona	1990	29	<ul style="list-style-type: none"> \$105 million for decking structure \$5 million for park 	\$83	<ul style="list-style-type: none"> 92% FHA Partially funded through voter-approved Cultural Bond Pays \$300/year for 50-year air rights Volunteer committee raising \$1 million for 	Bill Hayden Arizona Dept of Transportation Community Relations (602) 712-7524
I-5 Bridge	Sacramento, California		4	<ul style="list-style-type: none"> \$250-\$400 	\$1435-\$2,296	<ul style="list-style-type: none"> \$5 Million in Federal \$1 Million Local Match \$300,000 Caltrans Community Planning Grant Air Rights Private/Public Funds Still in Planning Phase State and Federal Funds Private Foundation (Friends of Highline) Development Fees Rail to Trails Program 	Mark Lamm City of Phoenix Parks and Recreation Dept. Special Facilities (602) 262-4541 City of Sacramento Economic Development Depart Public Works Department Parsons Brinckerhoff Quade & Douglas (503) 274-8772
Highline Elevated Railway	New York, New York	1929-1934	6.7	N/A	N/A	<ul style="list-style-type: none"> State and Federal Funds Private Foundation (Friends of Highline) Development Fees Rail to Trails Program 	Friends of the High Line (212) 206-9922

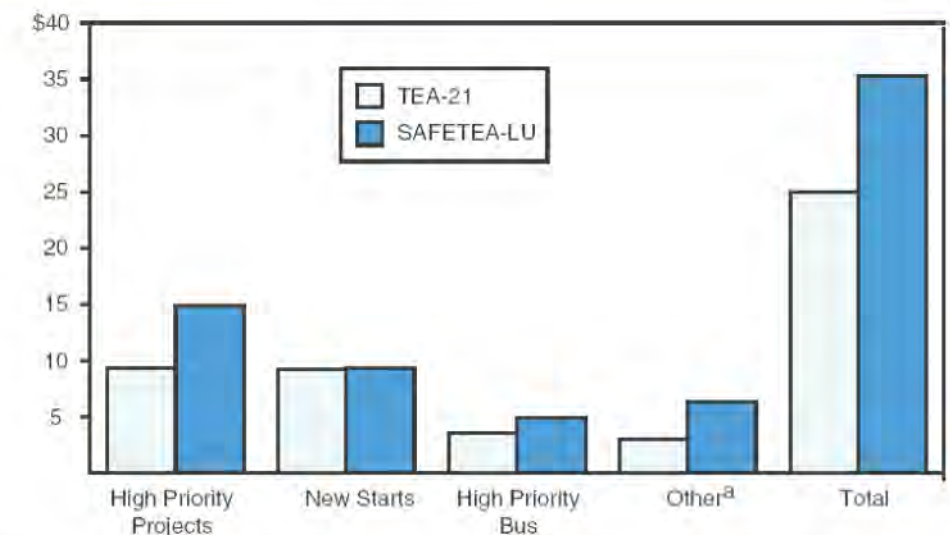
Source: City of Sacramento, I-5 Decking Research Study: Inventory of Comparative Decking Projects, May 15, 2001; EDAW, 2008.

Case Study Summary Matrix



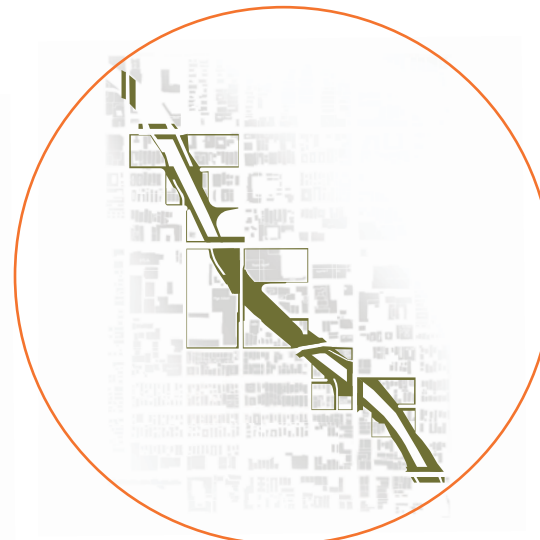
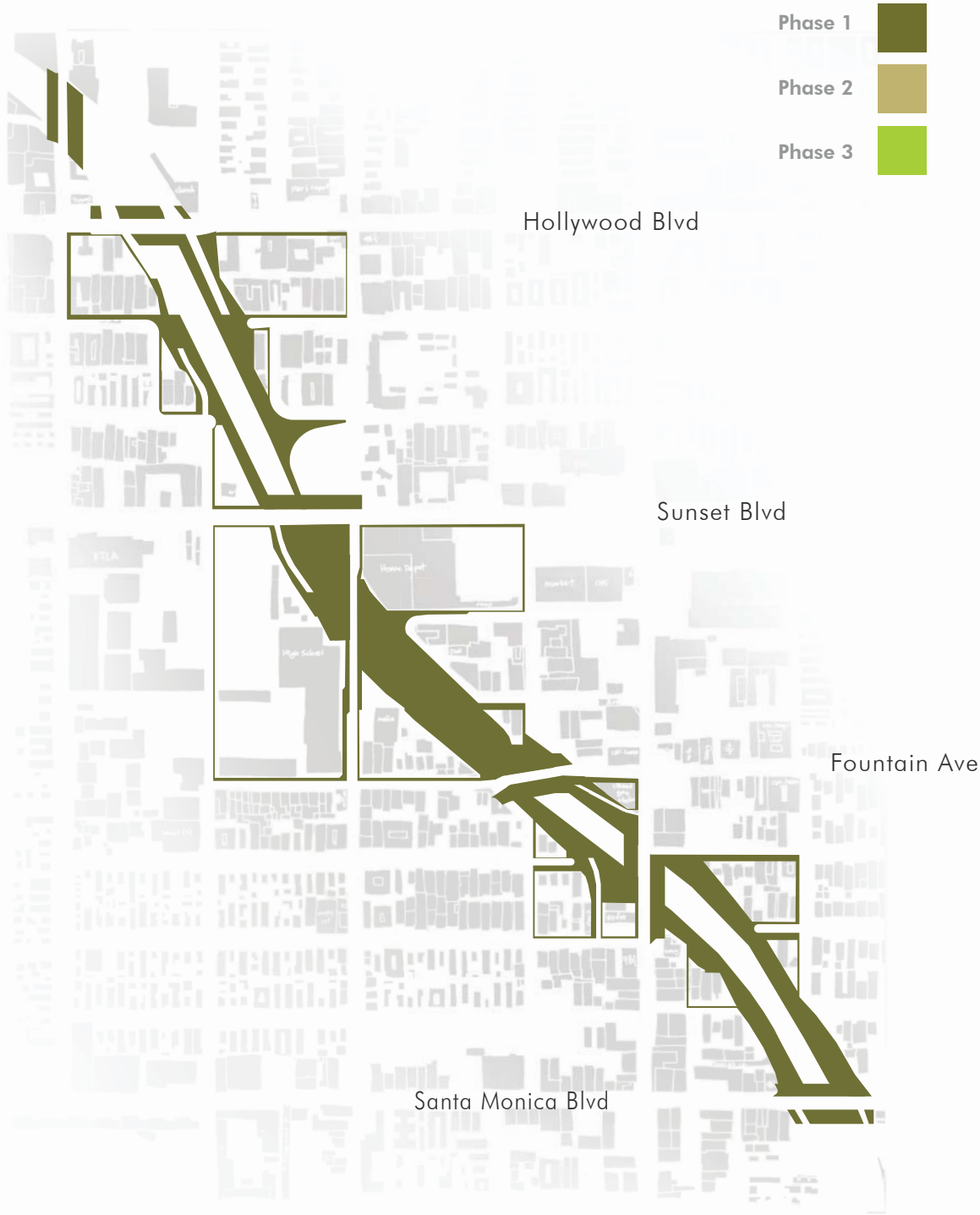
Source: Legislative Analyst's Office, Funding for Transportation: What the New Federal Act Means for California, January 19, 2006.

Comparison of Formula Funds Nationwide: TEA-21 Versus SAFETEA-LU, Billions

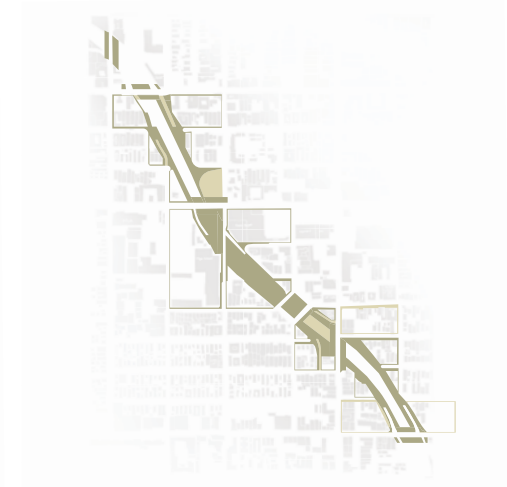


Source: Legislative Analyst's Office, Funding for Transportation: What the New Federal Act Means for California, January 19, 2006.

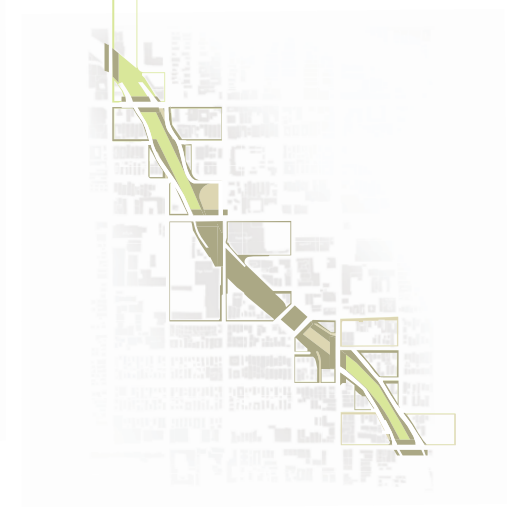
Comparison of Discretionary Funds Nationwide: TEA-21 Versus SAFETEA-LU, Billions



Phase 1



Phase 2



Phase 3

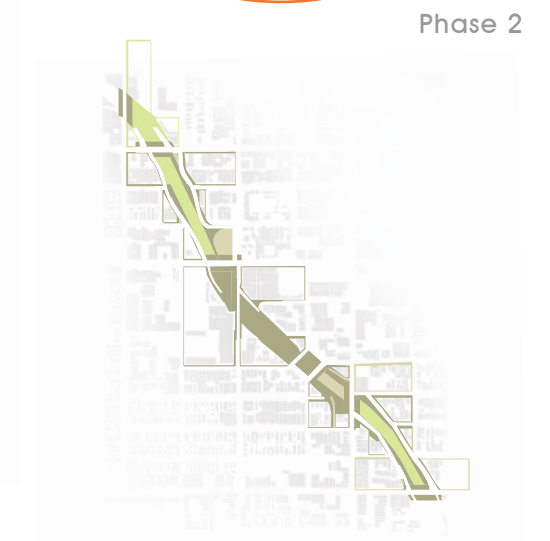
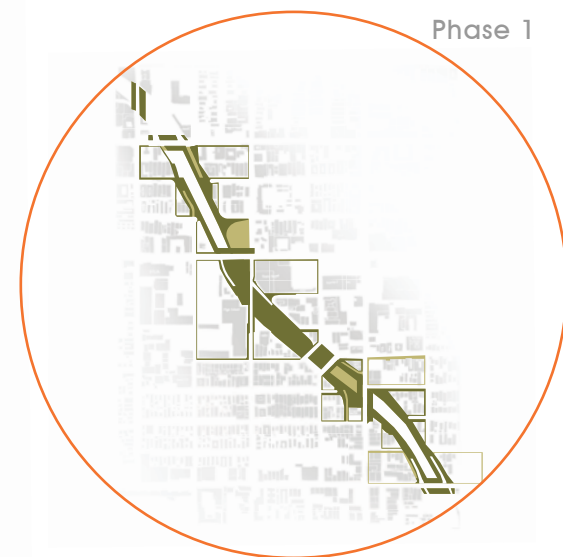
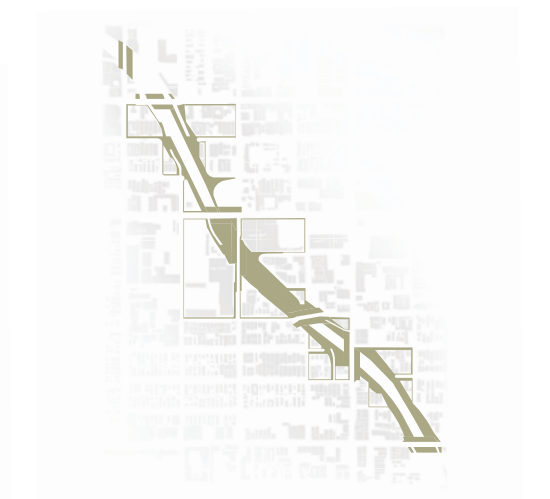
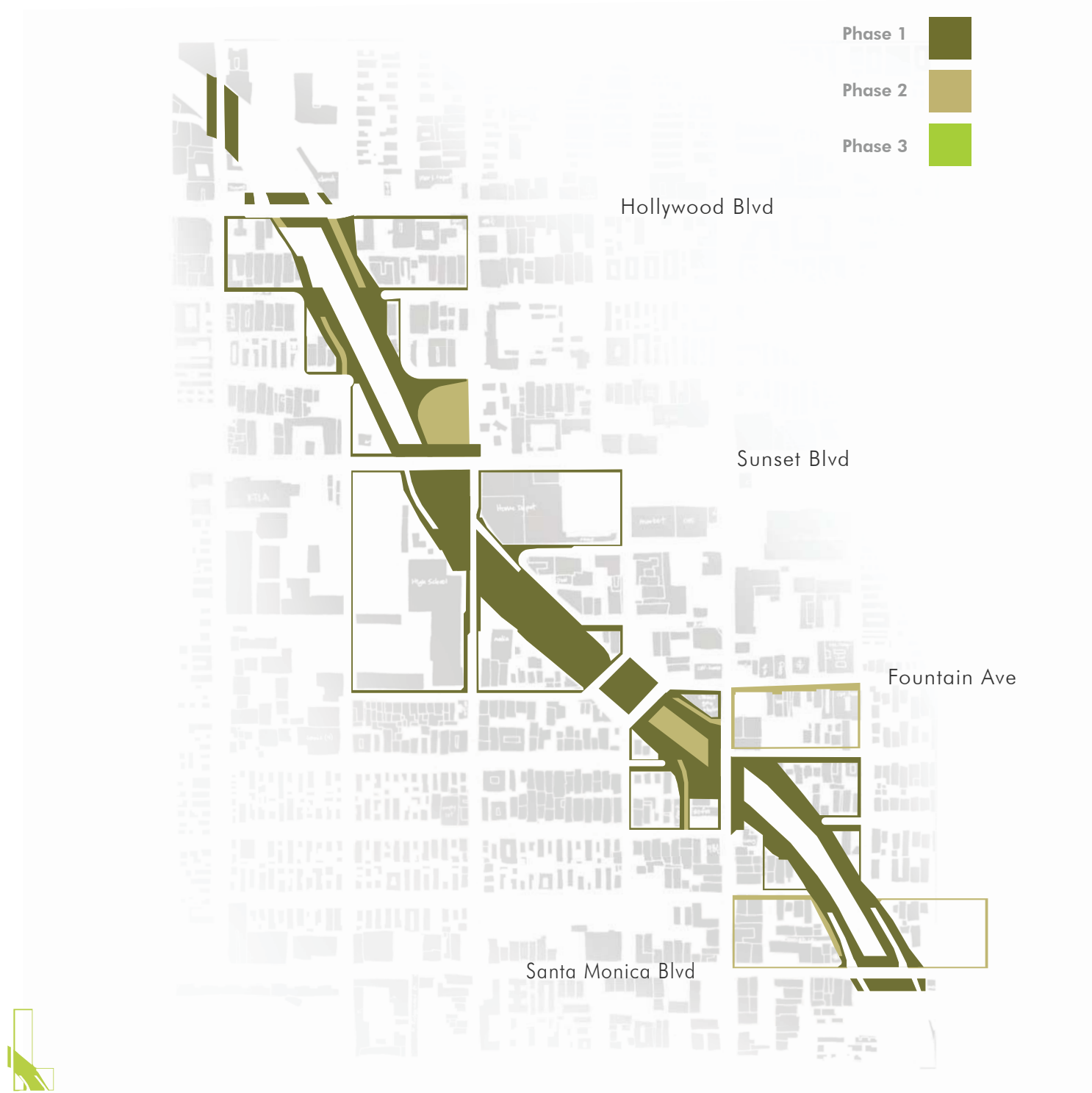
PHASING

It is phasing that makes projects viable. Successful phasing strategies are a marriage of realistic understanding of community expectations, the timing of fund availability, and the application of early capital to strategically serve as the impetus and garner additional support for subsequent phases. The Cap Park is proposed to be completed in 3 phases.

Phase 1

- Large centrally located deck park created between Sunset Blvd and Fountain Ave
- No freeway ramp alterations
- Minimum impact incurred on existing roads
- Continuous park space created along project edges where does not interfere with existing roads/ramps
- Edge conditions improved
- Surface streets and parkway improvements implemented along all areas adjacent to park edge

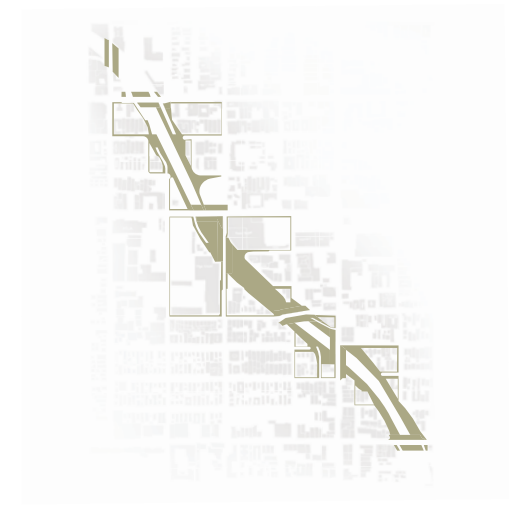
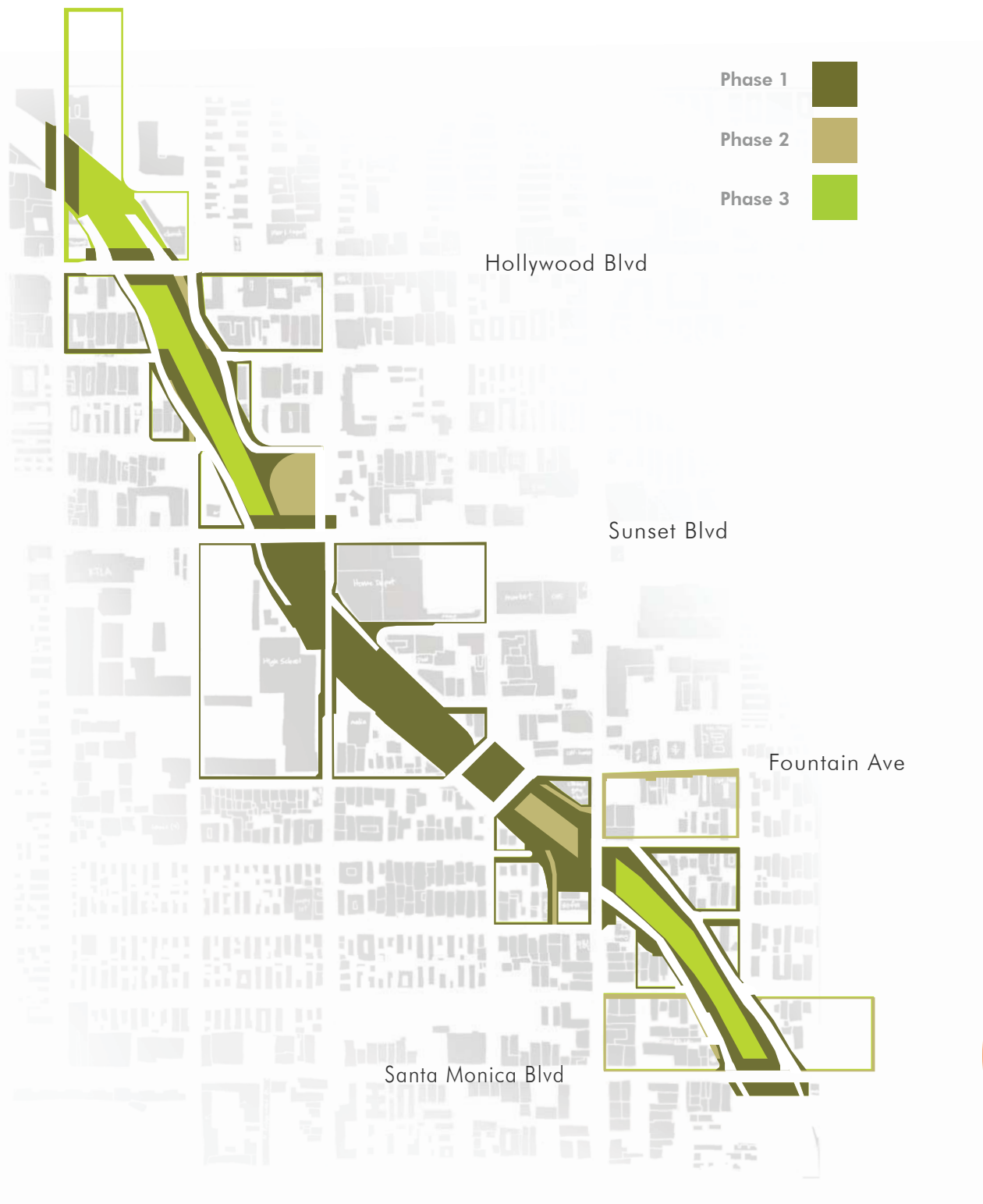




Phase 2

- Roads widened along major intersections (Hollywood, Sunset & Santa Monica Boulevard), making for more efficient vehicular passage and allowing safer pedestrian environment alongside and across
- Road widenings to give distinct characteristic to newly created “park district”
- Fountain Ave and St Andrews Pl roads reconfigured to create a focal plaza space the also slows traffic down along this important residential intersection
- All freeway ramp alterations carried out
- Deck park infilled where feasible

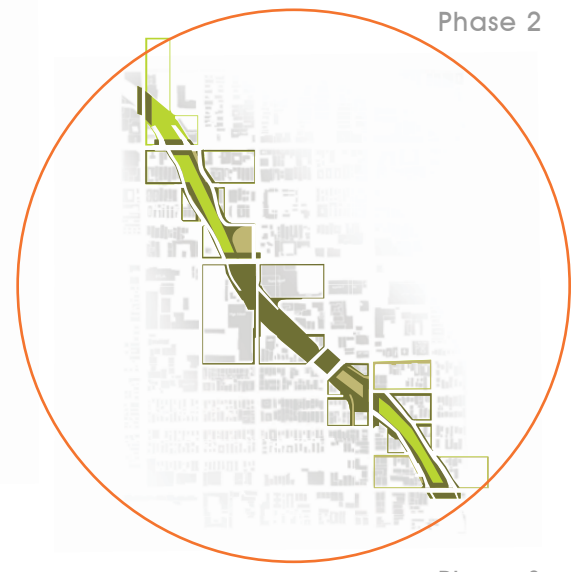




Phase 1



Phase 2



Phase 3

Phase 3

- Maximum deck park created
- Frontage roads added giving vehicular access to most of the park's edges and giving a new "front door" or address to building fronting the park
- Size of park allows for a multitude of programs in various locations
- Surface streets and parkway improvements implemented along all areas adjacent to park edge and all newly created roads





<i>Item</i>	<i>Square Footage</i>	<i>Acreage</i>	<i>Cost (per s/f)</i>	<i>Cost</i>
Phase 1				
Structure	1,263,240	29	\$300	\$378,972,000
Landscape	1,263,240	29	\$38	\$48,003,120
Phase 1 Total Cost				\$426,975,120
Phase 2				
Structure	217,000	5	\$300	\$65,100,000
Landscape	217,000	5	\$38	\$8,246,000
Phase 2 Total Cost				\$73,346,000
Phase 3				
Structure	435,600	10	\$300	\$130,680,000
Landscape	435,600	10	\$38	\$16,552,800
Phase 3 Total Cost				\$147,232,800
Fire/Life Safety			(lump sum)	\$7,250,000
TOTAL	1,915,840	44		\$654,803,920
<i>Additional Costs</i>				
Design Soft Cost (10% of Total Cost)				\$65,480,392
Impacts to Local Streets (10% of Total Cost)				\$65,480,392
Contingency (25% of Total Cost)				\$163,700,980
TOTAL	1,915,840	44		\$949,465,684

SOURCES

APPENDIX A: POTENTIAL FUNDING SOURCES FOR THE HOLLYWOOD FREEWAY CAP PARK PROJECT

Foundations were found to be the primary funding source for projects related to air quality and environmental health. However, most foundations interested in these issues only fund research, education, policy/advocacy, or organizational capacity. Capital costs were explicitly listed as activities not funded by many foundations or were listed as a low funding priority. While a connection can be made between the positive health impacts of the Hollywood Freeway Cap Park Project and the missions of the foundations listed below, strict grant requirements may limit each foundation's capacity to help. That said, the following foundations are considered the most likely to be interested and able to assist in the Hollywood project out of over fifty foundations found to support projects related to environmental and public health. Furthermore, if there is a strong environmental justice and community activism component to this project, the likelihood of support from many of the listed foundations would be greatly improved.

5.1 Key Foundations: Foundations Frequently Listed as Supporters

1. The California Endowment: <http://www.calendow.org/>

The California Endowment awards grants to organizations that support its mission "to expand access to affordable, quality health care for underserved individuals and communities, and to promote fundamental improvements in the health status of all Californians."

2. The William and Flora Hewlett Foundation: <http://www.hewlett.org/Default.htm>

The William and Flora Hewlett Foundation awards grants to address the most serious social and environmental problems facing society. This foundation has funded work in West Oakland concerning environmental health (specifically the Pacific Institute's Environmental Indicators Study).

3. The California Wellness Foundation: <http://www.tcdf.org/>

The mission of The California Wellness Foundation is to improve the health of the people of California by making grants for health promotion, wellness education and disease prevention.

5.2 Secondary Foundations: Foundations Occasionally Listed as Supporters

1. Liberty Hill Foundation: <http://www.libertyhill.org/donor/environmental101.html>

Liberty Hill's Environmental Justice Fund is dedicated to improving public health in low-income communities that suffer disproportionately from environmental pollution. Liberty Hill Foundation has given away more than \$2.4 million to environmental justice community organizations in Los Angeles County since 1996.

2. Environment Now: <http://www.environmentnow.org/>

Environment Now's mission is to be an active leader in creating measurably effective environmental programs to protect and restore California's environment. Environment Now's focus has been on issues including: preserving and restoring coastal, freshwater and forest ecosystems, improving air quality and urban sustainability.

5.3 Other Potential Foundations

1. Center for Creative Land Recycling: <http://www.cclr.org/>

The Center for Creative Land Recycling provides grants and loans primarily for brownfield site assessment and characterization, technical assistance, and remedial action planning.

2. Bank of America Foundation: <http://www.bankofamerica.com/foundation/>

Bank of America Foundation awards grants in a range of categories. The Freeway Project could receive assistance under the "Local Grant" program. This program enables local market presidents and their teams to develop relationships with other community leaders in order to determine the best use of philanthropic dollars in each community. If the Hollywood community felt this project was a major need, it may be a candidate for funding by the Bank of America Foundation.

3. The New World Foundation: http://www.newwf.org/grant_programs/ghej.html

If there is a strong environmental justice and activist component to this project, this foundation may be of assistance through their "U.S. Environmental Health & Justice Fund."

4. Common Counsel Foundation: <http://www.commoncounsel.org/Penney%20Family%20Fund>

The Common Counsel Foundation's Penney Family Fund supports organizations based in California that work to advance environmental sustainability and livable communities. Proposals are accepted by invitation only.

5. James Irvine Foundation: http://www.irvine.org/grants_program/philosophy/focusPlace.shtml

This project is slightly out of the scope of this foundation. However, the James Irvine Foundation has made Los Angeles County a funding priority and wants to “expand the pool of sustainable financial resources available for regional and community needs and opportunities.” As this park could be considered a regional and community need, this foundation may be interested.

6. Marisla Foundation

A website was not available for this foundation. However, it supports work in Los Angeles concerning environmental health issues.

7. Rose Foundation: <http://www.rosefdn.org/grants/guidelines.html>

This is a small foundation that focuses its work in California. It funds numerous activities related to communities, the environment, and the economy and is particularly interested in “community-based pollution prevention and environmental stewardship initiatives.”

8. Roth Family Foundation

This project may also be out of the scope of this foundation. The Roth Family Foundation focuses their work in Los Angeles and is interested in funding projects that promote progressive social change. It also considers the environment a key program interest. A website was not found for this foundation.

9. Robert Wood Johnson Foundation: <http://www.rwjf.org/index.jsp>

This foundation’s mission and programs are slightly out of the scope of this project, but it is very interested in projects related to urban planning and health. It also recently piloted a new process for accepting and processing proposals that are not funded under one of the foundation’s current national programs.

Government Funding

With the exception of the U.S. Environmental Protection Agency, government agencies were rarely listed as contributors to projects related to environmental health and air quality. The EPA awarded \$223,675 to the West Oakland Environmental Indicators Project for reducing the impacts of diesel pollution in West Oakland, and \$2.7 million was awarded nationwide in Community Action for a Renewed Environment grants. Also, the Environmental Health Coalition is credited with convincing the EPA to award the City of San Diego with the nation’s first “Emerging Brownfield” grant to relocate polluting industries out of residential communities of color to appropriate industrial zones.

The U.S. Department of Health and Human Services’ Center for Disease Control and Prevention also funds asthma control activities (<http://www.cdc.gov/asthma/aag07.htm#control>). However, the grants are usually for conducting asthma tracking, intervention, partnership, and public health research activities.

The City of Los Angeles Environmental Affairs Department offered funding for pollution prevention programs in 2006 (<http://www.lacity.org/EAD/eadweb-eba/rfp.htm>). The freeway park seems out of the scope of the programs it sought to fund. However, it may be worth further contacting the department for more information.

Finally, though past government support for air quality and environment health projects is lacking, interest in these issues (and hopefully funding) does seem to be growing. California Breathing, an asthma project housed in the Environmental Health Investigations Branch of the California Department of Public Health, recently invited grant proposals aimed at reducing asthma disparities in communities across California. Though, once again, the grant seeks to fund activities outside of the scope of a building a park (such as education, research, and local policy), California Breathing may be a potential collaborator for this project.

5.4 Other Resources

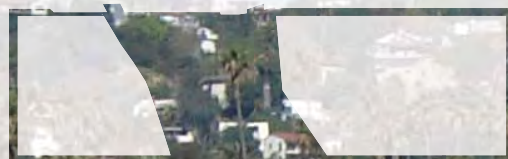
1. Funders’ Network for Smart Growth and Livable Communities: <http://www.fundersnetwork.org>

The mission of the Funders’ Network for Smart Growth and Livable Communities is to inspire, strengthen, and expand philanthropic leadership and funders’ abilities to support organizations working to improve communities through better development decisions and growth policies. This is not a foundation but may be a resource for additional funding sources.

2. GreenLA: <http://www.cbcal.org/movement/greenla.html>

GreenLA is an environmental/environmental justice coalition made up of more than fifty environmental, environmental justice, and social justice organizations in the Los Angeles area. Though also not a foundation, this organization may be worth contacting or working with to garner support for the project.

HOLLYWOOD



Gower Street
Cahuenga Blvd
Highland Ave

Beachwood Dr
West Hollywood

Franklin Ave
Beverly Hills

EXIT
58 W

Gower St
1/2 MILE

Hollywood
Blvd



6255 Sunset Blvd. #2206
Los Angeles, CA 90028



5500 Hollywood Blvd. 4th Floor
Los Angeles, CA 90028



7018 Hollywood Blvd.
Los Angeles, CA 90028

