



LET'S MAKE  
SPACE  
134

SPACE 134 VISION PLAN







**JUNE 2013**

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**CREDITS**

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**LET'S MAKE  
SPACE**



**SPACE 134 VISION PLAN**

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# INTRODUCTION

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# INTRODUCTION

The lack of public park space in LA County is notable; it is estimated that almost 2 out of 3 children in the county do not live within walking distance of a park, playground, or open space. Also, many park spaces throughout the county are located away from the urban core and from underserved communities. The Space 134 visioning process looks at the potential for new open space immediately within the Downtown Glendale core and immediately adjacent to many residential communities to the south and north by capping a segment of the 134 Freeway and turning it into a park or “cap park” over the freeway. The Trust for Public Land (2004), identified the neighborhoods around the Space 134 study area as those with the greatest need for new parks. These neighborhoods were identified because they have high concentrations of residents under the age of 18 and have limited or no parks within walking distance.

Countless studies, policies and before-and-after analyses of existing open spaces have shown that when cities add well-designed and well-programmed open space directly into their urban mix, they attract new development and new investment, help improve air quality and reduce pollution clouds, improve their community’s health, and generally improve quality of life for residents. And “cap parks” have the added benefit of re-linking formerly fragmented areas of the city, by covering freeways with usable park and community space.

The Millennial generation of young professionals and empty-nester Baby Boomers- the folks who are increasingly coming to central city environments to live, work, and play-- create a powerful marketing demand for central city urban neighborhoods like downtown Glendale. These groups expect open space, multi-modal transit options, services, entertainment, and housing, all within walking and biking distance - and they demand a high-quality urban environment too.

The City of Glendale is embracing these shifting demographics and the potential for their community to integrate creative new open space and community amenities, and with this study begins to investigate the potential for a cap park facility.

Chapter 1, the vision plan for Space 134 looks first at the physical context that makes the cap park idea desirable for Glendale and then at the policy context that brought the project about. Background analysis is presented; dissecting the study area in more detail. Chapter 2 presents the complete vision plan, starting with the full build-out 40 year vision and then describing the incremental steps along the way, starting with a 5-10 year vision for a green network of an expanded pedestrian realm. Finally the report discussed the logistics of the cap park in Chapter 3, with a discussion on the funding, costs, benefits, and next steps.

**Street Space converted to People Space:  
“Brooklyn saw a 172% increase in retail sales (compared to 18% borough-wide) at locally based businesses after a pedestrian plaza was installed.”**

(Measuring the Streets, NYDOT)

**“The High Line generated \$2 billion in private investment surrounding the park. The city spent \$115 million on the park.”**

(Mayor Bloomberg in the New York Times)

**“Parks and green spaces provide economic benefits by increasing property tax revenue and attracting businesses as well as provide health benefits by improving air quality through removal of pollutants improving water quality and reducing runoff, and lowering air temperatures.”**

(County of Los Angeles Public Health, Preventing Childhood Obesity: the need to create healthy places)

**“Cities with less open area set aside as parks, recreational area, or wilderness area were more likely to have a higher rate of obesity.”**

(County of Los Angeles Public Health, Preventing Childhood Obesity: the need to create healthy places)

**“The park has become the most active space downtown and over \$700 million of new development has occurred within a two-block radius of the park.”**

(Campus Martius Park, Detroit, MI, 2010 Urban Open Space Award Winner, ULI)

**“The greenbelt added \$5.4 million to the total property values of one neighborhood. That generated \$500,000 per year in additional potential property taxes, enough to cover the \$1.5 million purchase price of the greenbelt in only three years.”**

(Trust for Public Land, The Benefits of Parks)

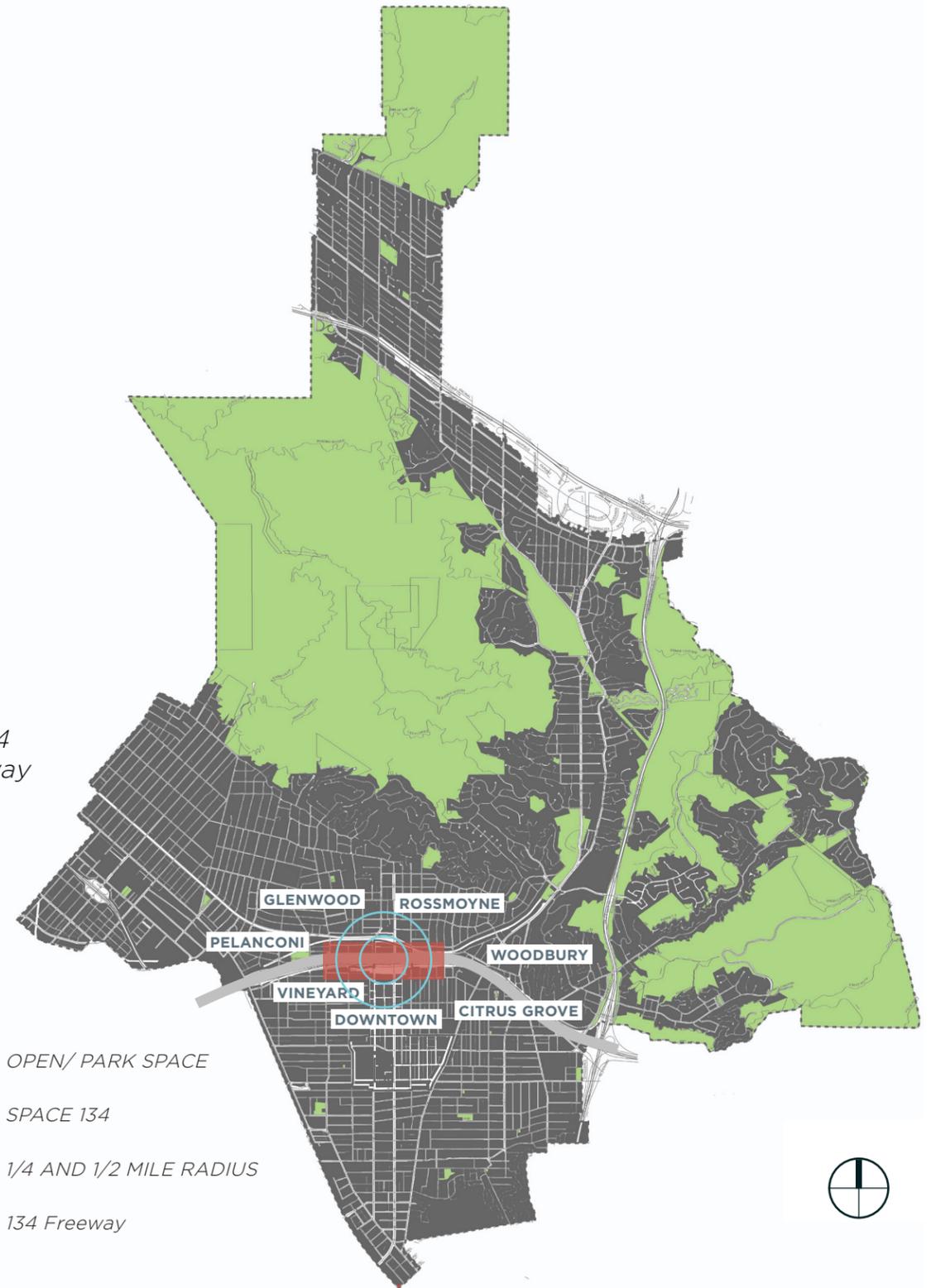
# SITUATING THE STUDY AREA

## ADDRESSING THE BARRIER CREATED BY THE SR-134 FREEWAY

Space 134 is located atop the SR-134 Freeway as it travels through downtown Glendale. As indicated on the diagram at right, while a majority of the city is located north of the 134 Freeway, the downtown core which is located in the southern part of the city, is bisected almost in two by the freeway itself. The freeway passes 20 or so feet below the grade of downtown and as shown on following pages, is crossed by a handful of pedestrian-only and vehicular/pedestrian bridges. Space 134 would connect the civic, cultural, retail, and business core of downtown Glendale with the City's residential neighborhoods that flank it on either side on the north and south. This critical connection links also to a variety of nearby schools and community gardens.

## ADDING PARK SPACE WHERE IT IS NEEDED MOST

The communities that stand to benefit most from Space 134 are the densely-urbanized and comparatively park-poor neighborhoods of downtown Glendale, shown on the map, right. Per the 2009 City Glendale Quality of Life Indicators, the distribution of developed parkland in Glendale indicated that the majority of parks were found in the eastern and northern sections of the city where there are between 3.35 and 6.67 acres of parkland per 1,000 residents in areas that are the least populated. In the southern section of Glendale, in areas of highest density, 0.64 to 0.017 acres per 1,000 residents are provided. The freeway cap would help resolve the inequity in park space by providing open space and recreational amenities within a five minute walk for Downtown and downtown adjacent residents.



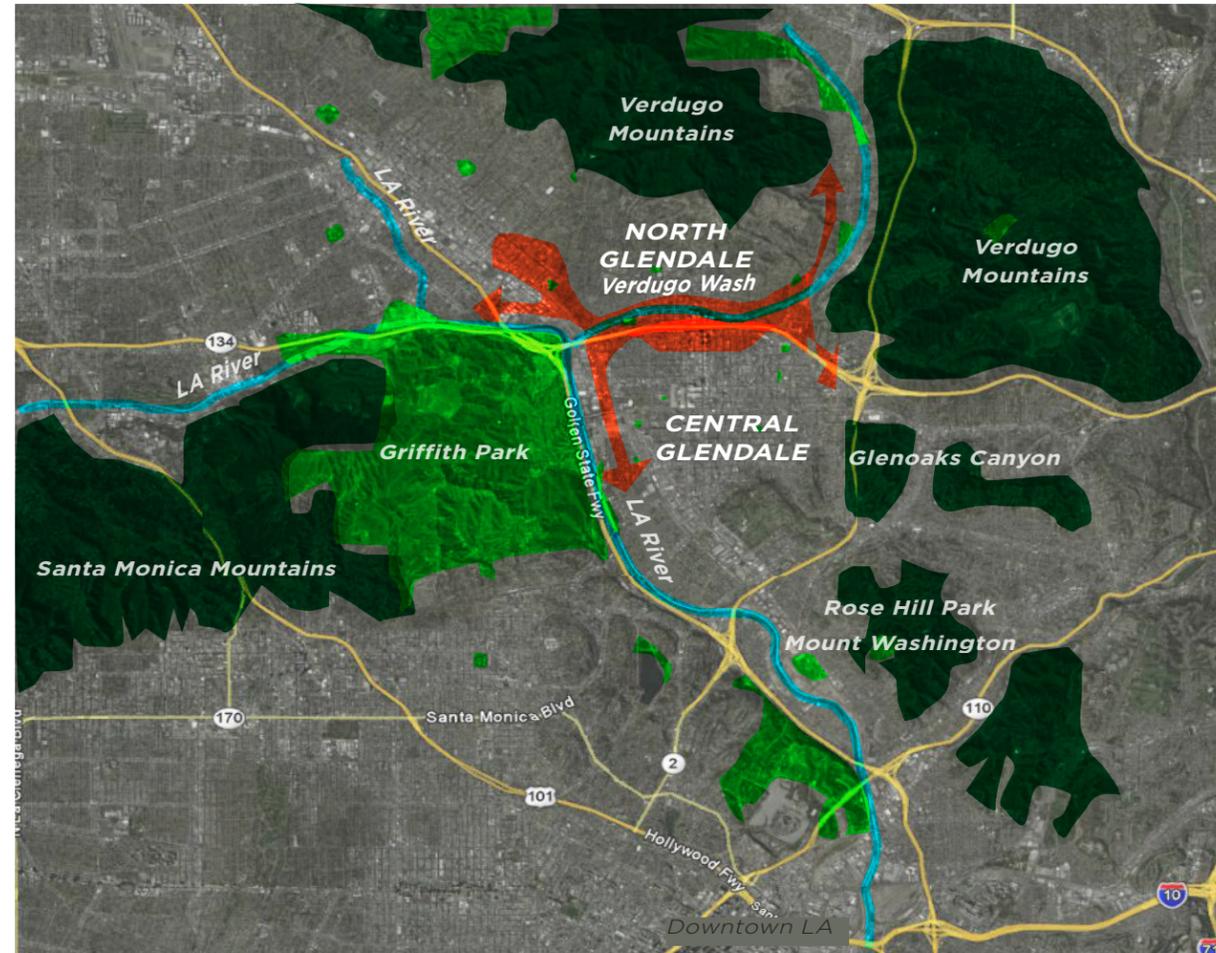
**“Having parkland and recreational programs nearby significantly reduced children’s risk of overweight and obesity when they reached age 18. Recreational programming affected children’s body mass index much more than parkland.”**

(University of California, Berkeley)

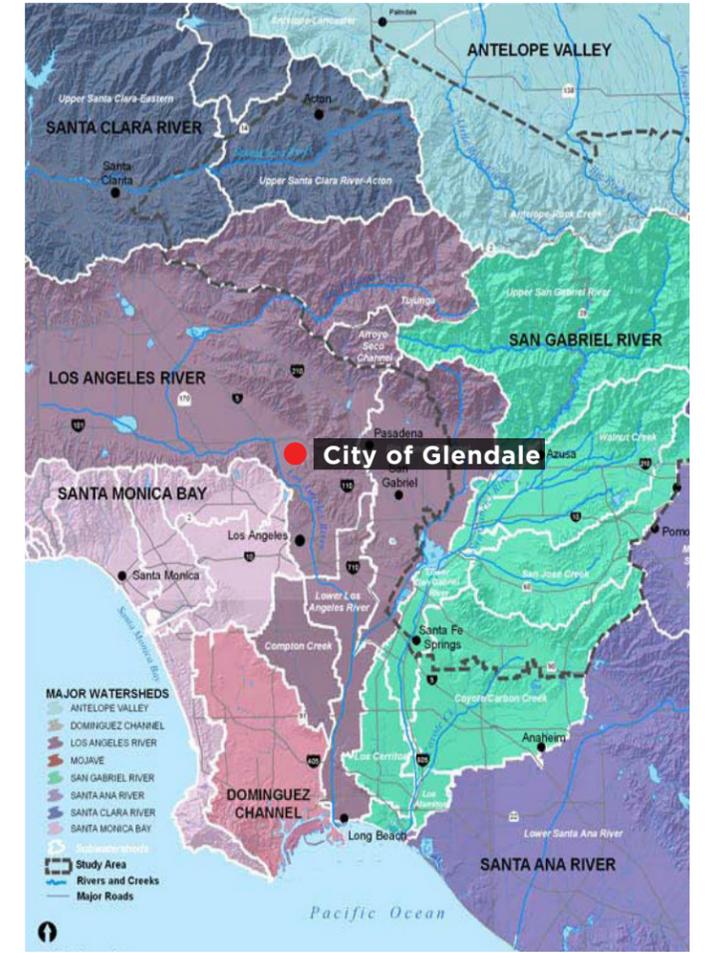
# REGIONAL CONTEXT

In a larger regional context, the City of Glendale is encircled by various riparian systems, natural habitat areas, and public recreational places and finds itself at the center of a series of mountain ranges nearly on all sides, including the Verdugo Mountains, the Santa Monica Mountains and Mount Washington. In fact the name, Glendale means “valley” in Scottish and Gaelic. The city also sits within the geographical triangle of the Sierra Madre foothills, the Los Angeles River, and the Arroyo Seco. The Verdugo Wash links into the Los Angeles River and the whole city is part of the LA River watershed.

At the confluence of all of these amazing natural resources and features, the city center has little open space resources in terms of active and passive park land. Space 134 not only has the potential to add new park space to the downtown core, but also to connect to the broader regional network of water and open space, via the adjacent Verdugo Wash which at some points travels as close as 300 feet from the freeway edge.

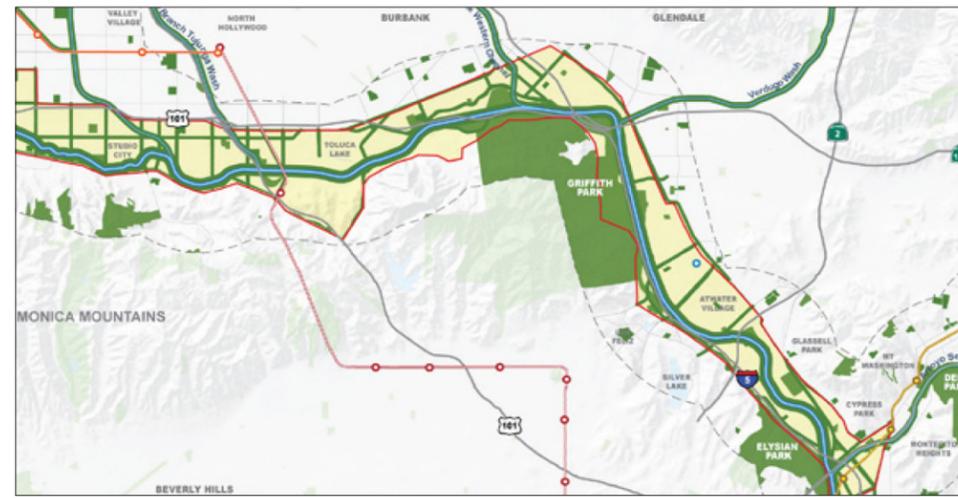


Regional Context

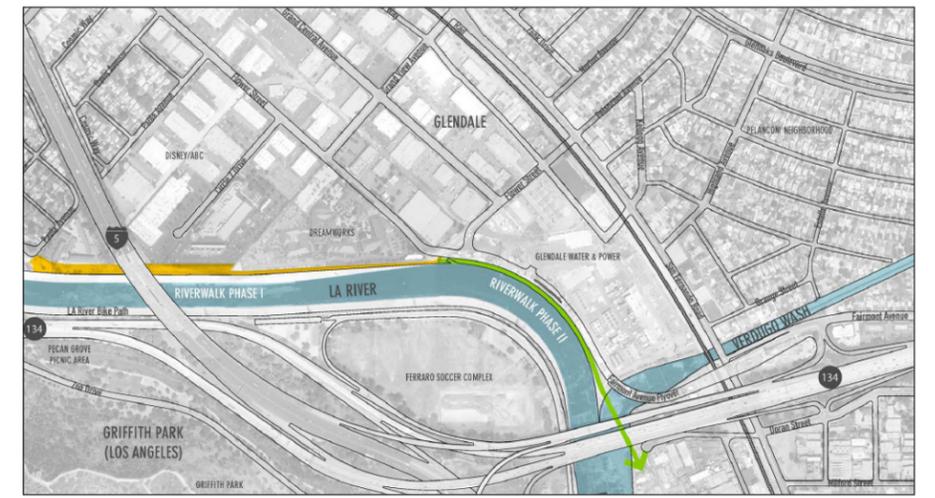


● Study Area  
Watershed Map (National Park Service, 2006)

**“Research shows that when people have access to parks, they are more likely to exercise, which can reduce obesity and its associated health risks and costs”**  
(Gies, E. (2006). The Health Benefits of Parks, in Lau, C Urban Freeway Cap Parks Policy Briefing Paper, USC).



La River Master Plan



Glendale Narrows

# POLICY CONTEXT

## SUPPORT FROM THE DOWNTOWN SPECIFIC PLAN

Initial visioning for a Glendale cap park was proposed in the Parks and Open Space Chapter of the Downtown Glendale Specific Plan. The 134 Freeway was capped between Central Avenue and Brand Blvd. The Specific Plan suggests that a cap park could enhance Downtown connectivity and feature a regional transit center. A visualization of what the potential cap park could look like from the Specific Plan is included below.

## OTHER POLICY DOCUMENTS

In addition to the Downtown Specific Plan, support for the Space 134 concept is provided through many policy documents that promote broad policy goals such as providing multi-modal connections, creating walkable environments, and increasing the availability and adjacency of public recreational spaces. These policy goals are realized by aspects of the Space 134 project.

The matrix, right highlights just some of these strategies, policies, objectives, and goals, established in various of the City's policy documents.



Visualization from the Downtown Specific Plan illustrating the potential cap park over the 134 freeway.

GREENER GLENDALE PLAN	DOWNTOWN SPECIFIC PLAN	SAFE AND HEALTHY STREETS PLAN	GENERAL PLAN
<p><b>Urban Nature Objective #4</b></p> <p>Ensure there is accessible park and recreational open space to serve residents</p> <p><b>Strategy A</b> Identify those areas not within 1/3 mile of recreational open space, and develop strategies to provide parks or recreational open space in those areas.</p> <p><b>Strategy B</b> Take advantage of opportunities to provide parks and open space through greenways and green streets, particularly in areas where park space is not available.</p>	<p><b>Walking Distance Open Space Policies</b></p> <p>Provide public open space within walking distance of all Downtown residents and employees.</p>	<p><b>Goal</b></p> <p>Continue to enhance pedestrian and bicyclist safety in all Capital Improvement Projects. Use best practices to improve and enhance ease of use and safety, ensuring routine accommodation of pedestrians and bicyclists.</p>	<p><b>Recreation Element</b></p> <p>Glendale has a deficit of both community and neighborhood park facilities. The city currently has a parkland to resident ratio of approximately 1.4 acres of parkland for every 1,000 residents while the City's park planning standard is 1 acre of neighborhood parks and 5 acres of community parkland per 1,000 residents.</p> <p>Glendale has an extreme shortage of athletic fields which are traditionally located in community parks.</p>
	<p><b>Excellent Design</b></p> <p>Make the new public parks, plazas and courtyards harmonious, inspirational, and sources of community pride and identity through design excellence.</p>	<p><b>Goal</b></p> <p>Maintain and update traffic calming measures in the Glendale Traffic Calming Program</p>	<p><b>Circulation Element</b></p> <p><b>Goal #4</b></p> <p>Functional and safe streetscapes that are aesthetically pleasing for both pedestrians and vehicular.</p> <ul style="list-style-type: none"> <li>- Provide and maintain high quality streetscape and pedestrian amenities (i.e. bus shelters, street trees, street furniture, wide sidewalks, etc.).</li> <li>- Support the enhancement of existing and creation of new pedestrian-oriented retail centers.</li> </ul>
<p><b>Urban Design Objective #3</b></p> <p>Continue to implement Southern California Association of Governments Compass Blueprint Strategies in Glendale to coordinate with regional efforts to increase sustainability and liveable environments.</p>	<p><b>Mobility Policy</b></p> <p>Maintain, re-establish, and enhance the street grid, to promote flexibility of movement through greater street connectivity, capture natural views, and retain the historic relationships between various streets.</p>	<p><b>Goal</b></p> <p>Continue expanding the City's bicycle parking facilities. Include installation of secure parking facilities for downtown or the Glendale Transportation Center.</p>	<p><b>Goal #5</b></p> <p>Land use which can be supported within the capacity constraints of existing and realistic future infrastructure.</p>

A table of relevant City documents with policies that support aspects of the Space 134 project.

# PROJECT STUDY AREA

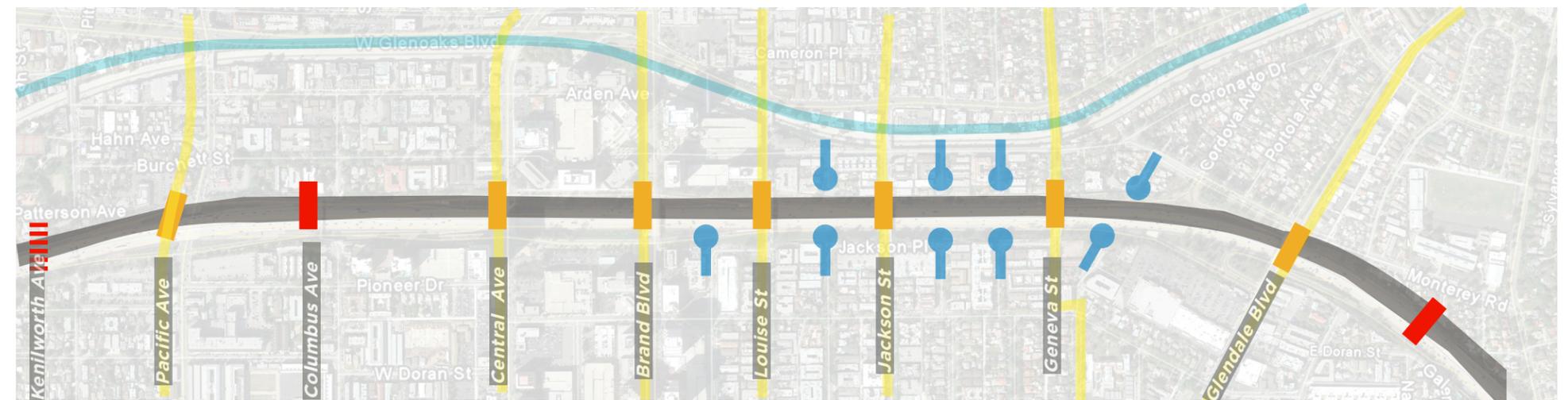
The Space 134 project area is an approximately 1.25 mile-long corridor between Pacific Avenue and Glendale Avenue. The 134 Freeway (Ventura Freeway) is a major east-west freeway that extends from Ventura to Pasadena and has approximately five lanes (four drive lanes & 1 carpool lane) in each direction with a sloped embankment on each side. Several pedestrian bridges, tunnels, and overpasses connect across the freeway while some north-south streets have no thru-access, and this contributes to the physical separation of north and south Glendale. These streets end in cul-de-sacs at the freeway edge. Pedestrian-only bridges are located at Woodrow Wilson Middle School (bridge currently closed) just east of Glendale Boulevard and at Columbus Avenue (bridge currently open). The only tunnel under the freeway is at Kenilworth Avenue, adjacent to Fremont Park. The tunnel is minimally lit and narrow, but frequently used by pedestrians and bicyclists.

The distance between crossings ranges from 700 ft to over 1,300ft. Immediately north of the study area is the Verdugo Wash, a channelized tributary to the Los Angeles River.

## PROJECT STUDY AREA



## EXISTING CONNECTIONS

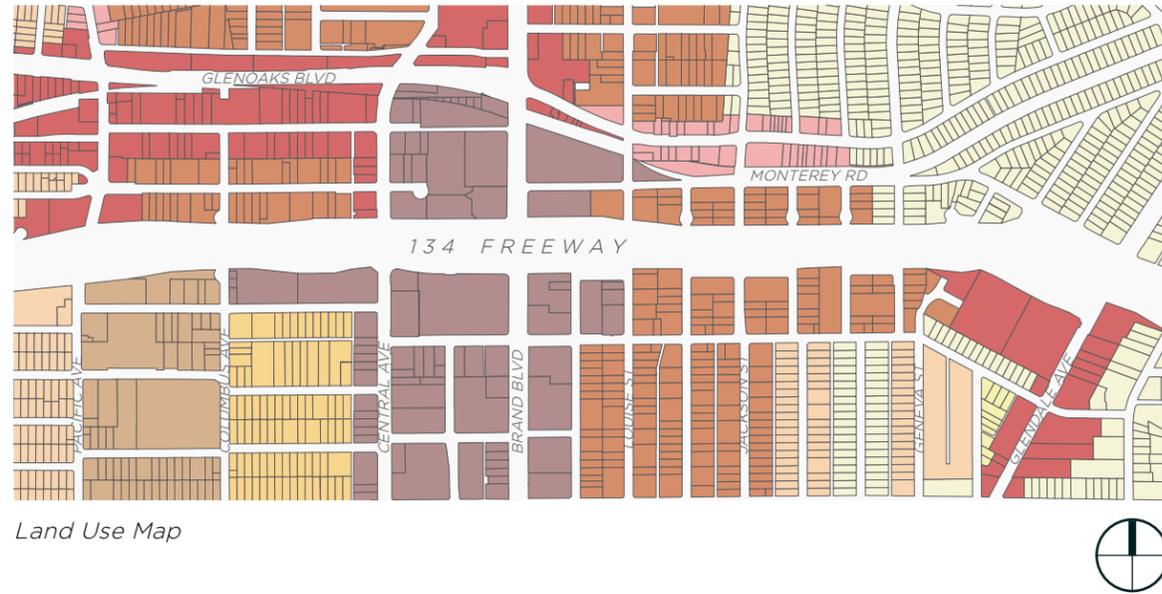


- Pedestrian-Only Bridge
- Existing Bridges: Vehicular and Pedestrian Overpass
- Pedestrian Tunnel
- Cul-de-sac: No Thru-Connection
- Verdugo Wash



# LAND USE

The Downtown Specific Plan runs south from the Freeway and includes Special District Zoning along the core downtown streets, Brand Boulevard and Central Avenue. The community commercial area continues to the west along Glenoaks and there is another node of commercial activity at where Glendale Avenue crosses the 134 freeway. This eastern node of downtown activity indicates a major opportunity for Glendale to expand pedestrian-friendly commercial uses to the east. High and medium density residential neighborhoods surround the study area, with a low-density residential neighborhood, Rossmoyne, to the northeast of the freeway.



- LOW-DENSITY RESIDENTIAL
- MODERATE DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM HIGH DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBORHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- DOWNTOWN SPECIFIC PLAN SPECIAL DISTRICTS

# DEMOGRAPHICS

The makeup of residents living in the zip code areas adjacent to Space 134 is similar to that of the city as a whole, in terms of race and age, as well as household occupancy and commute mode. The average income in these areas however is less than the city as a whole.

## Study Area

## City of Glendale

**48,537**  
Total Population

**193,111**  
Total Population

**\$67,500**  
Avg. Income

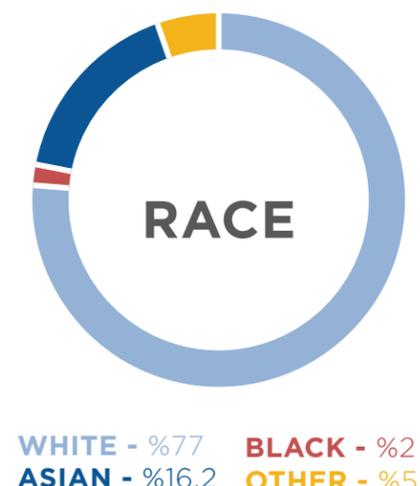
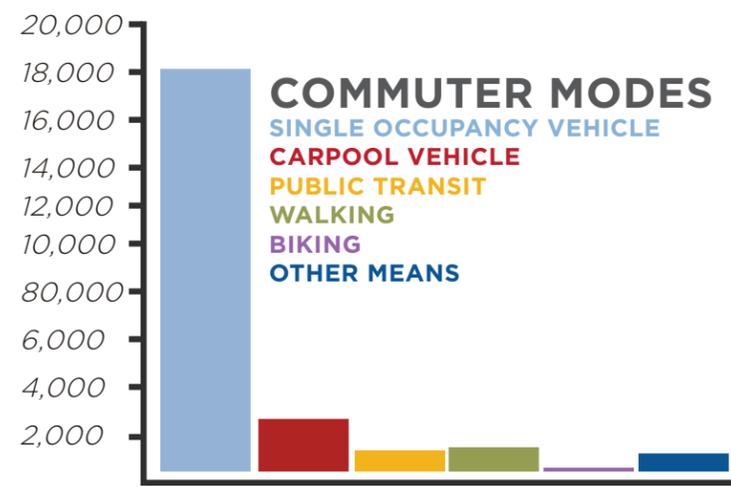
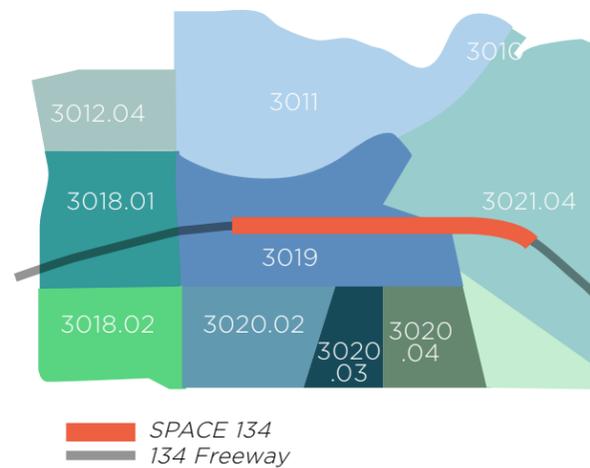
**\$78,393**  
Avg. Income

**9,730**  
Children Population  
(Age 0-19)

**40,328**  
Children Population  
(Age 0-19)

**2.17**  
Household  
Occupancy

**2.63**  
Household  
Occupancy



\*All Data from 2012 Community Survey, US Census.gov  
\*Study area includes census tracts depicted right

# NEW DEVELOPMENT IN DOWNTOWN

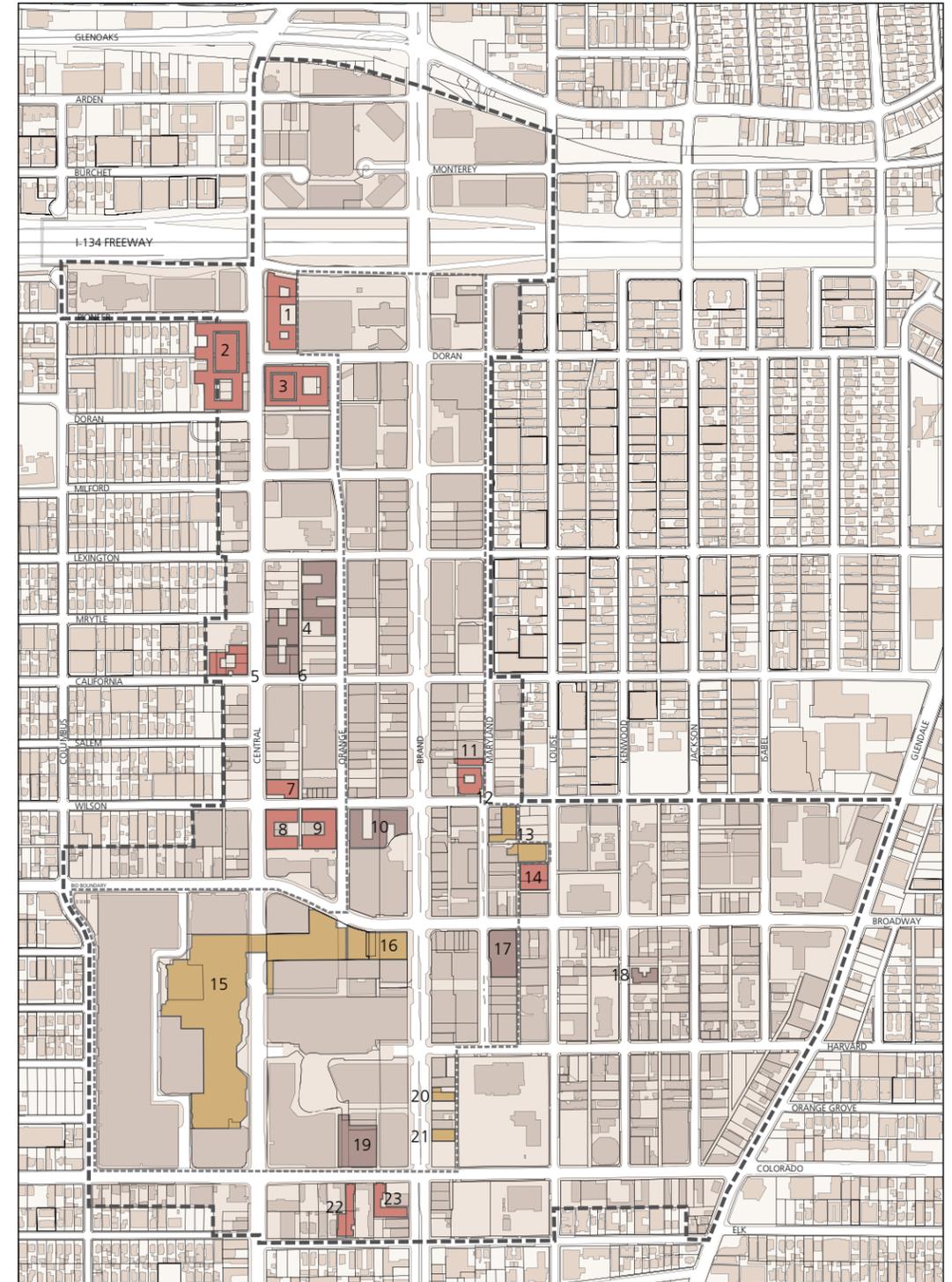
Key new development projects are highlighted, right. These pipeline projects are currently planned or underway and would provide over 700 housing units directly to the central city core, where Space 134 would be located. Beyond this, however, there are actually over 2,152 new units planned for Downtown Glendale. The Downtown Specific Plan contemplates major growth in the Downtown area, but in a balanced way to create a vibrant multi-use downtown of residents and business. Up to 1.7 million square feet of retail/office development is also contemplated, which will add some 3,390 jobs. These residences and new businesses will demand and benefit from increase park and amenity space in Downtown.

## A NOTE ON PARKING

One of the major strategies that the City has been pursuing is to manage parking supply and demand in the Downtown. During a field visit with staff of the study area; parking spillover into the residential neighborhood from the commercial district was noted. Much of the parking on the bridges over the 134 freeway currently serves Downtown employees. Space 134 should consider parking consolidation and sharing, rather than new parking development to support the park. This is especially true, in light of the large amount of new development coming to Downtown. A comprehensive strategy when it comes to planning for and requiring new parking should be pursued.

## Pipeline Projects

- 1: Verdugo Gardens 2 at 610 N Central  
6-story, 220-unit residential (Stage II.rev May 17 2012)
- 2: Carmel Partners Site A  
5-story, 315-unit residential (Stage I Apr 2 2013)
- 3: Carmel Partners Site B  
5-story, 192-unit residential (Stage I Apr 2 2013)
- 4: The Lex on Orange  
6-story, 309-unit mixed use (Under Construction)
- 5: 301 N Central  
6-story, 84-unit mixed-use (Stage II Mar 12 2013)
- 6: Legendary Tower at 300 N Central  
6-story, 80-unit mixed use (Under Construction)
- 7: Marriott Courtyard Hotel at 225 W Wilson  
11 story, 172-room hotel (Stage II Dec 1 2009)
- 8: Cental + Wilson  
6-story, 153-unit residential (Stage 1 Mar 19 2013)
- 9: Orange + Wilson  
6-story, 166-unit residential (Stage II Oct 30 2012)
- 10: Brand+Wilson  
6 story, 235-unit mixed-use (Stage II Sept 11 2012)
- 11: Alex Theatre Expansion  
2-story back-of-house facilities (HPC Dec 12 2011)
- 12: Laemmle Cinema Lofts  
4-story, 42-unit mixed use (Stage II Nov 29 2011)
- 13: Five Star Cinema  
10-screen movie theatre renovation (Under Construction)
- 14: Louise Gardens  
6-story, 63-unit residential (Stage II Dec 18 2008)
- 15: Glendale Galleria  
Comprehensive Renovation (Under Construction)
- 16: Bloomingdale's  
120,000sf department store (Under Construction)
- 17: Eleve at 200 E Broadway  
6-story, 208-unit mixed use (Under Construction)
- 18: Kenwood Terrace at 118 S Kenwood  
5-story, 35-unit residential (Under Construction)
- 19: Nordstrom at Americana  
119,119sf department store (Under Construction)
- 20: MONA (Museum of Neon Art)  
9000sf museum/gallery (Under Construction)
- 21: Masonic Temple  
Adaptive Reuse (Under Construction)
- 22: 124 W Colorado  
5 story, 50-unit residential (Stage II Nov 15 2011)
- 23: Hampton Inn and Suites  
5 story, 94-room hotel (Stage I&II Feb 26 2013)



Glendale Downtown Specific Plan  
as adopted on November 7 2006  
project list updated April 11 2013

Under Construction ■  
Entitled ■  
Major Renovations ■

# TRANSPORTATION CONTEXT

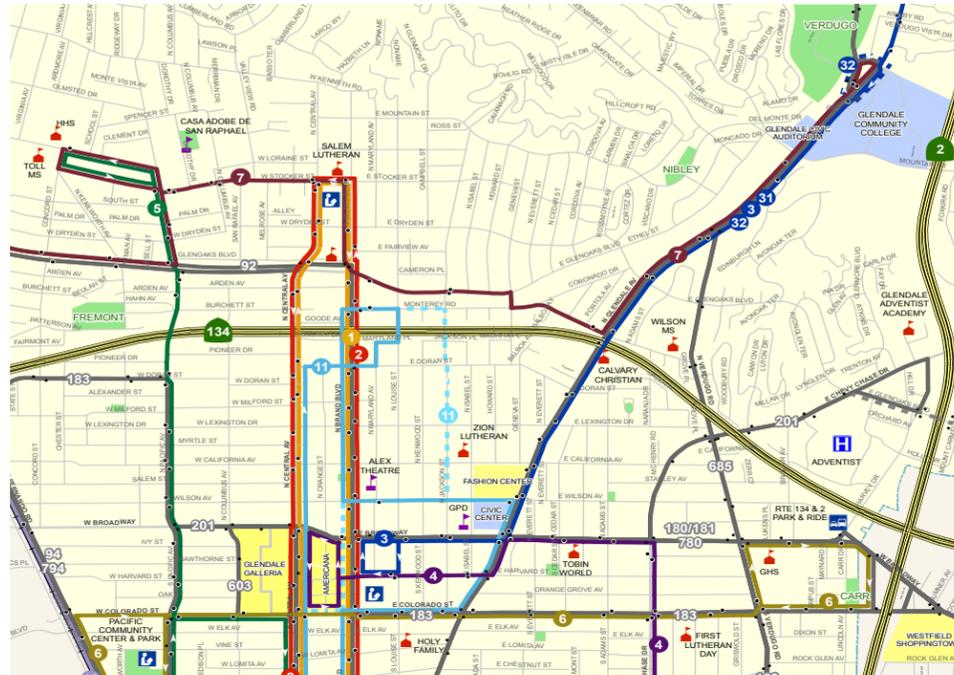
Beyond its placemaking aspects, Space 134 may also help the city to respond to the need to establish a central city transit hub for east-west commuter light rail or bus rapid transit, which may be planned along the 134 Freeway in the future. Because the 134 Freeway is significant to the City's mobility and access needs, the Space 134 project must consider the transportation context for the area surrounding it.

The 2007 Downtown Mobility Study helps to establish the background transportation policies and programs that are critical for Space 134. Other recently adopted policy documents including the 2006 Beeline Short Range Transit Plan (SRTP) and the 2012 Glendale Bicycle Transportation Plan (GBTP) are also critical policy background documents when it comes to designing Space 134 within its transportation context.

## THE DOWNTOWN MOBILITY STUDY

The transportation system context for this project is summarized best by the recently adopted 2007 Downtown Mobility Study (DMS), which, in support of the Downtown Specific Plan, describes the City's vision for a comprehensive mobility program. The DMS outlines the following broad goals to balance mobility needs for a growing Downtown:

1. Manage traffic congestion and parking demand downtown through a combination of infrastructure improvements and policies that encourage the use of alternative modes for travel to and within downtown.
2. Increase the percentage of trips made on transit by improving the quantity and quality of transit service: making transit a fast, reliable, and attractive option.
3. Manage parking supply and demand downtown to ensure that a growing downtown does not impact residential neighborhoods and to generate revenue for downtown area improvements.
4. Improve the coordination of Glendale's on-street and off-street parking policies with its transportation demand management strategies.
5. Increase the percentage of trips made by walking and biking through infrastructure improvement and new programs and policies that make walking and biking downtown easy, safe, and enjoyable.
6. Manage right of way to improve movement of people rather than just moving vehicles.
7. Develop financing strategies that allocate the cost of improvements appropriately to new and existing development and to the people who live, work, and visit downtown.



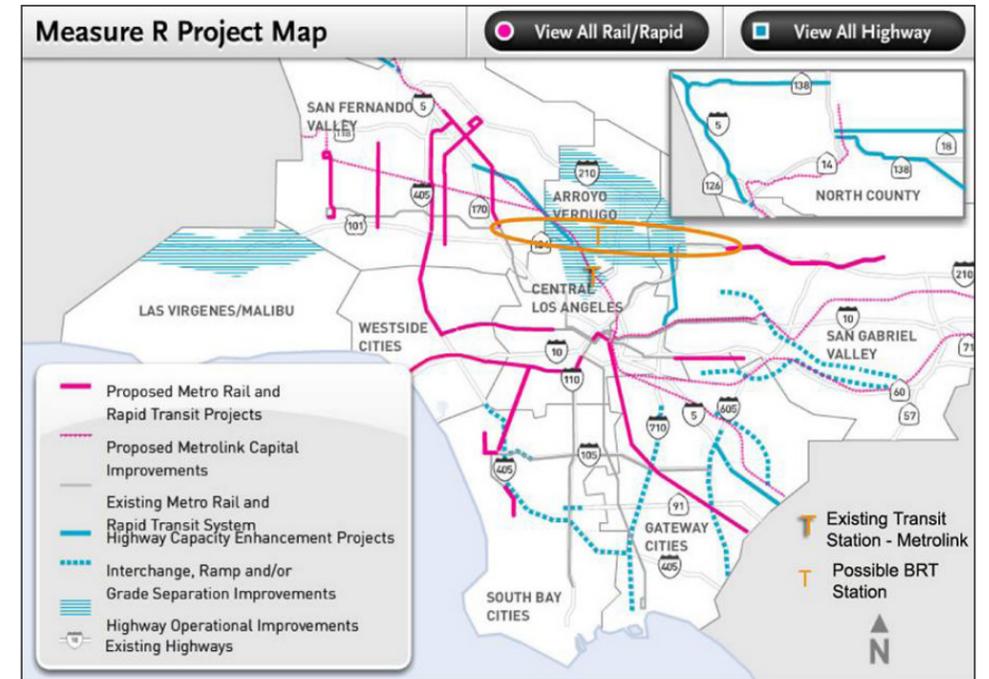
Transportation Context, Beeline & Metro Routes

Further discussion of some of the DMS mobility strategies as they relate to the study area follow.

## THE 134 FREEWAY

The 134 Freeway is significant to the Downtown access program as it serves as the major automobile access for employees and shoppers. Conversely, the Freeway's limited access points (Pacific Avenue, Central/Brand Boulevard and Glendale Avenue) have become the most heavily congested sections of the City street system. A related condition to the congestion is the high volume of traffic on adjacent residential neighborhoods which must deal with commuter traffic seeking to bypass the congested freeway ramps. In particular, complaints about traffic volumes and speeds on Doran Street during the commuter hours are a recurring issue for the City (see additional discussion below). The current freeway east bound ramp system at Glendale Avenue represents a major impediment to completing a potential parallel frontage roadway that could mitigate the residential impacts.

Caltrans is responsible for the operation and planning for the Freeway as a link in the statewide and regional highway network. The Los Angeles County Metropolitan Transit Authority (Metro) provides coordinated funding for future improvements to the transportation network including the Freeway system and both of these regional agencies must be consistent with the SCAG Regional Transportation Plan to maintain eligibility for federal transportation funding. Policy documents for all three of these agencies were reviewed to determine the regional transportation context. The Caltrans 2002 Transportation Concept Report (TCR) represents the



Measure R Projects Map

most current focused planning document for the 134 Freeway with an emphasis on determining the ultimate need for freeway right of way. While the report acknowledges recurring congestion on the segment approaching the interchange of the Freeway with the I-5 Freeway (just to the west of the study area) the report does not contemplate further highway capacity enhancements beyond the recently completed high occupancy vehicle (HOV) lane and four mixed flow lanes in each direction.

The DMS suggests that an east-west transit connection to the adjacent cities of Pasadena and Burbank along the 134 Freeway corridor is an important strategy to meet future mobility needs. The Caltrans TCR, consistent with planning documents of both SCAG and Metro does not contemplate rail transit in this corridor. Instead the TCR acknowledged the potential for bus rapid transit (BRT) in the median of the freeway to complete a regional transit network. BRT in the median of the 134 Freeway is mentioned and is the basis for the ultimate transit concept (UTC) governing the Caltrans desire to maintain enough right of way for double HOV lanes in each direction.

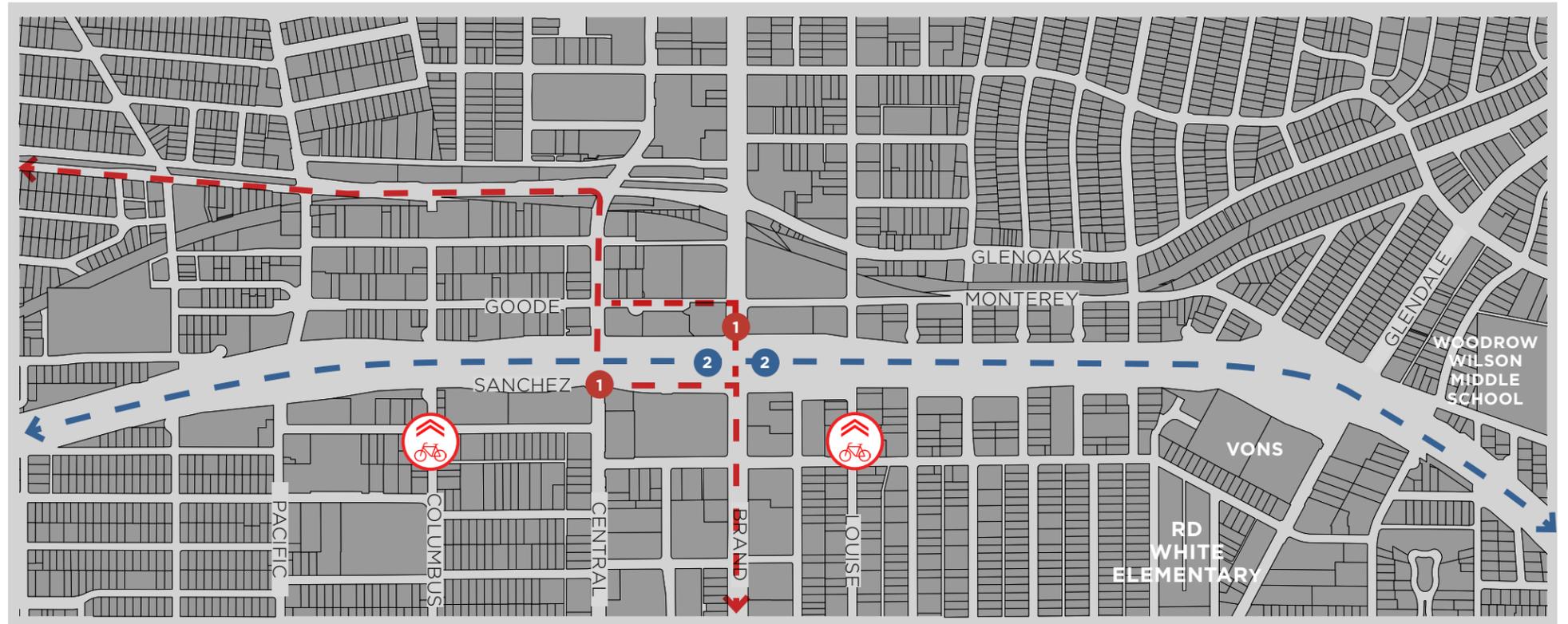
# PUBLIC TRANSIT

Public transit service in Glendale is very good and is a key part of the Downtown Mobility strategy. Transit is served by both the Beeline local bus routes operated by the City. There are regional transit bus services operated by Metro as well as LADOT. LADOT runs a commuter express service along the 134 Freeway with stops at Sanchez at Brand and Goode Avenue at Brand Boulevard. The DMS makes an important point that to keep the vibrancy of the Downtown the planned transit system must connect the local transit buses to the regional system. Currently, Beeline transit routes focus on the Larry Zarian Transit Center, an Amtrak/Metrolink station to the south of Downtown Glendale, and to a Bus Rapid Transit link at the hub of Brand Boulevard and Broadway but there is potential to link the local system into the regional system at Space 134.

## OPTIONS FOR STATION LOCATIONS

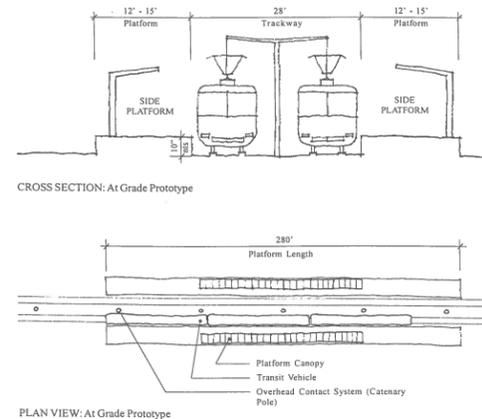
Unlike the Caltrans TCR, the east-west transit connection, as described in the DMS, is an off-line transit center on either side of the 134 Freeway between Central Avenue and Brand Boulevard. East-bound BRT buses would stop on Sanchez Road and west-bound BRT buses would stop on Goode Avenue (See BRT station location Option 1, right). This configuration would coordinate with a BRT route that would travel to the west along Glenoaks Boulevard, south to the Brand/Colorado Boulevard intersection and then easterly along Colorado Boulevard. That configuration could also work with the Caltrans suggestion that the BRT route would be in the 134 median, but with some additional bus ramps to connect the City street system to the Freeway median.

A simpler BRT station configuration would be on either side of Brand Boulevard connecting to the possible freeway median BRT system as described by Caltrans (see BRT station location Option 2, right). As of May, 2013 Metro is conducting a feasibility study to further refine the concept for BRT in this corridor. Metro is currently favoring the Option 2 alignment.

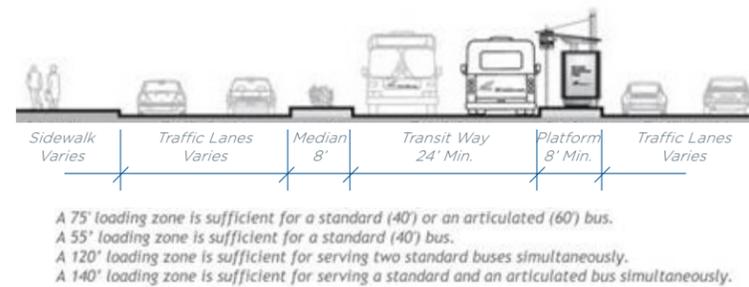


- 1** BRT Stations Option 1    - - - - BRT Route Option 1    Bike Sharrows
- 2** BRT Stations Option 2    - - - - BRT Route Option 2

## LIGHT RAIL PROTOTYPE (AT-GRADE) :



## BUS RAPID TRANSIT PROTOTYPE (AT-GRADE):



Example of a BRT Station

# CONGESTION AND THE 'FRONTAGE ROAD OPTION'

## CONGESTION IMPACTS TO ADJACENT NEIGHBORHOODS

A high level of commuter traffic through the residential neighborhoods adjacent to Downtown is also highlighted in the DMS strategy. To mitigate excessive traffic volumes on these streets, the DMS describes possible changes to implement a continuous freeway access frontage road system adjacent to the freeway, focusing on Sanchez Road on the south side and Monterey Road/Goode Street on the north side.

According to the DMS, the following changes are recommended for relieving congestion and improving freeway access (See figures, right):

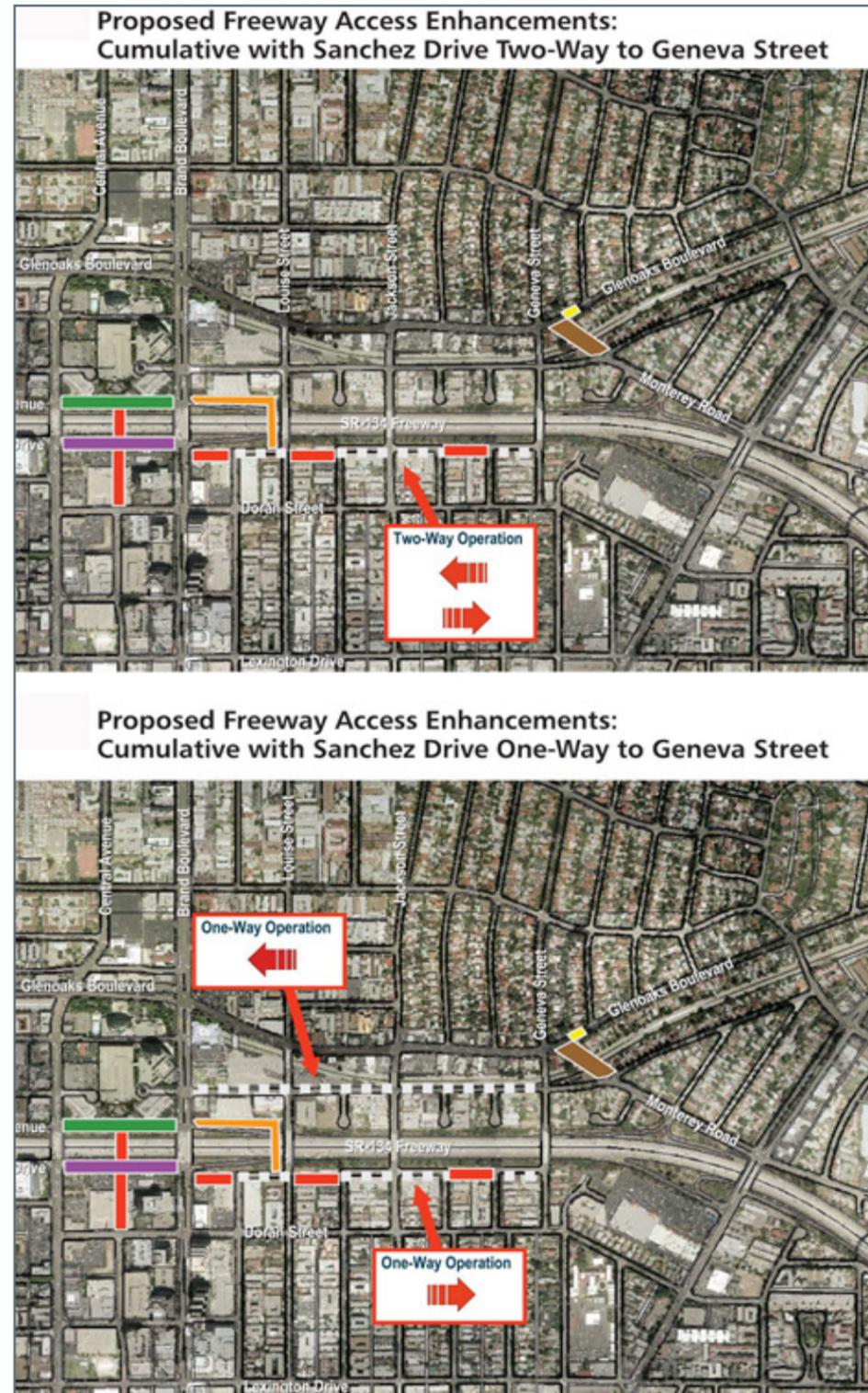
- Restripe Goode Avenue to add a fourth westbound travel lane. Widen Sanchez Drive on the south side and restripe to add a fourth eastbound travel lane.
- Extend Orange Street north to Goode Avenue, including right-of-way acquisition (currently a 1,000-space parking garage is on this site).

There are various options for Sanchez Drive which remain under consideration and will require further study:

- Extend Sanchez east to Maryland Avenue as an eastbound one-way
- Extend Sanchez further east as a two-way street to Geneva, including right-of-way acquisition.
- Extend Sanchez to Geneva as an eastbound one-way and convert Monterey Road to one-way westbound between Geneva and Brand.

Another option in the long term for improving Freeway access is to extend Monterey Road over the Verdugo Wash with a bridge to connect to Glenoaks Boulevard. This would require right-of-way acquisition as well as a partial street closure on Glenoaks Boulevard.

The project team was asked to look at a frontage road option in light of a new park space atop the greenway, specifically on how the road would function, how it would contribute to a well-functioning park, and how it should be designed to best respond to the needs of Space 134. The concept designs for this frontage road option are included in Chapter 2.



Proposed Frontage Road Modifications from the Downtown Mobility Study

# LOCAL CIRCULATION

Access to the project area is primarily by vehicular travel, as well as pedestrian travel to a lesser extent. However, proposed bike facilities, street enhancements, and public transportation amenities will increasingly provide connectivity opportunities for cyclists and pedestrian.

## LINKAGES AND ENHANCEMENTS

Key takeaways from an analysis of linkages and street enhancements include:

- Several new bike facilities are proposed under Glendale's recently adopted Bicycle Transportation Plan. Within the Space 134 study area, these facilities are sharrows rather than painted lanes or separated tracks.
- Monterey Road and Doran Street are major east west connectors through the study area, carrying heavy amounts of cut through, commuter, and local traffic.
- The Beeline bus will travel along Brand and through the Downtown core as a local bus circulator.
- The entire length of Geneva Street is a critical north south neighborhood linkage from the Rossmoyne neighborhood to RD White Elementary and is already identified by the City as a safe-routes-to-school route, with new improvements installed at Doran Street and Geneva Street, including bulb-outs and enhanced crossings.
- A segment was previously identified by the city for a "road diet" or street narrowing and traffic calming along Glenoaks Boulevard between Geneva Street and Louise Street.

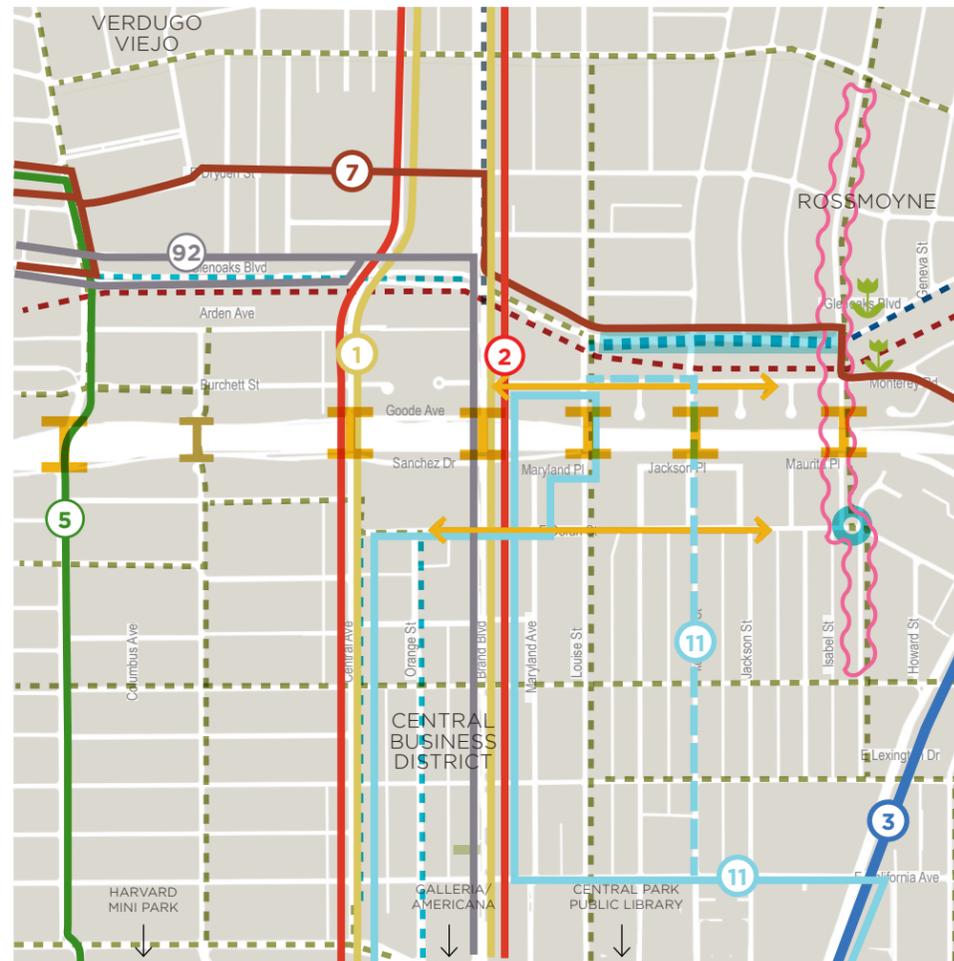
The Freeway represents a physical barrier between the residential districts to the north of and south of the Freeway. Other than the vehicular arteries serving the freeway ramp system, Louise, Jackson and Geneva Avenues are the only local road bridges over the Freeway. The Freeway connections at Pacific Avenue, Central Avenue, Brand Boulevard and Glendale Avenue are so heavily congested that it is difficult to provide for good pedestrian and bicycle access. The few local street connections across the Freeway may require physical improvements to provide the desired pedestrian and bicycle access in the context of the requisite automobile access.

The City of Glendale has notable Safe Routes to School programs for its schools. Connectivity between local schools and the attending students is also impeded by the Freeway in this corridor. Students from R.D. White Elementary and Woodrow Wilson Middle Schools have to take circuitous routes to travel between their respective homes and schools.

## VEHICULAR TRAFFIC FLOW

After the 134 Freeway, which carries the highest amount of vehicular traffic the major north-south streets, Glendale Avenue, Central Avenue, and Brand Boulevard have the highest volumes of traffic throughout the day. Glenoaks Boulevard, Monterey Road, and Doran Street also have substantial volumes of traffic and are used by commuters as freeway bypasses.

## LINKAGES AND ENHANCEMENTS



### Legend

- Proposed Bike Facilities**
- Colored Bike Lane (Class II)
  - Bike Lane (Class II)
  - Sharrows (Class III)
  - Bike Path: Along Verdugo Wash (Class I)

### Bus Facilities

- Beeline Route 1
- Beeline Route 2
- Beeline Route 3
- Beeline Route 5
- Beeline Route 7
- Beeline Route 11 (AM)
- Beeline Route 11 (PM)
- Metro Bus 92

### Community Facilities

- Community Gardens

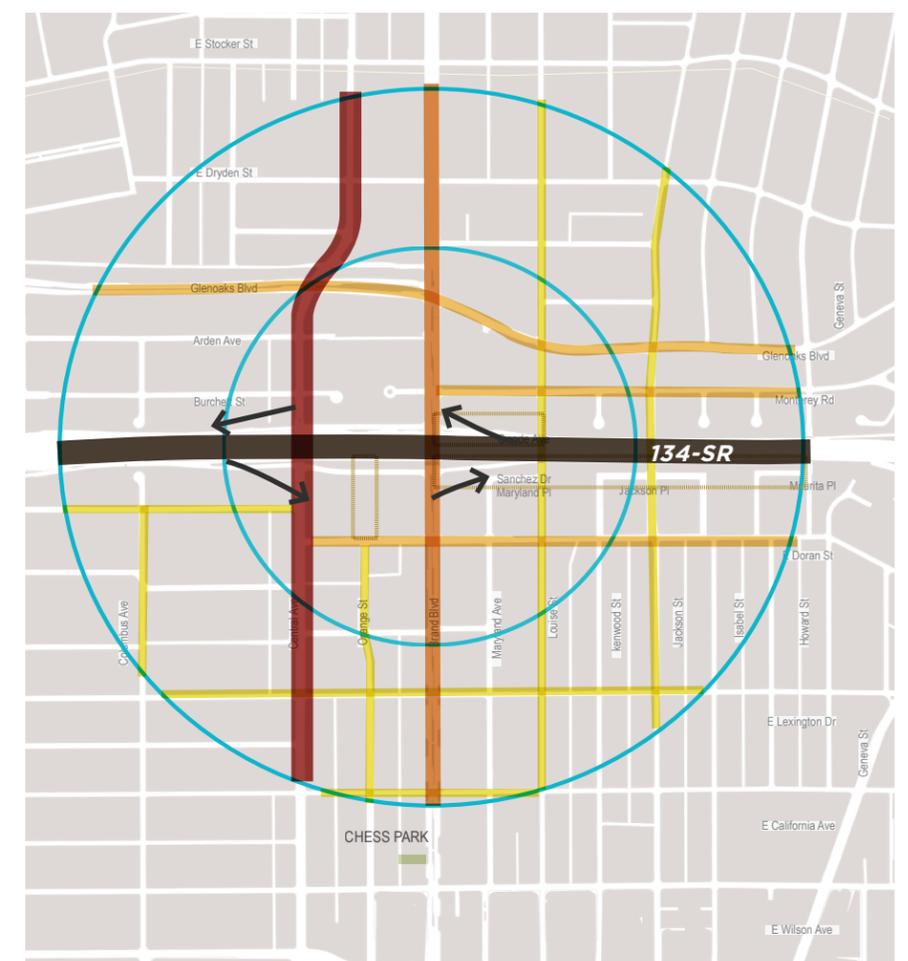
### Proposed Street Enhancements

- Road Diet Area
- Safe-Routes-to-School Intersection Treatment
- Proposed Freeway Access Improvements

### Critical Linkages and Paths

- Path of Travel for Students to RD White
- Substantial Cut-Through Traffic
- Pedestrian and Vehicular Bridge Across 134
- Pedestrian Only Bridge Across 134

## VEHICULAR TRAFFIC FLOW



### Legend

- Vehicular Flow Intensity
- On- and Off- Ramps, 134 Freeway
- 1/2 Mile and 1/4 Mile, (5- and 10-Minute) Walk Radii

# OTHER CAP PARKS

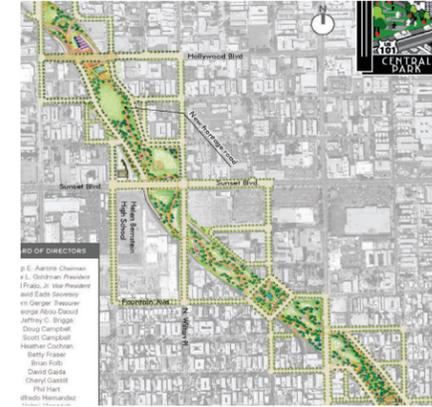
There are several existing and proposed “cap”, “lid”, or “freeway deck” park examples from national and even local communities. These case studies demonstrate that not only are cap parks feasible, but they may also be designed and built in a variety of different ways. These other parks also provide guidance in understanding methods for constructing, financing, and managing for Space 134. The Trust for Public Land found that as of 2007 there were over 20 built cap parks in the United States and the average size for cap parks is nine acres (both statistics from Lau, C Urban Freeway Cap Parks Policy Briefing Paper, USC). Several locations throughout the country also have structures built over freeway decks, that is to say that buildings are built directly atop the freeway. See the Inventory of Comparative Decking Projects from the City of Sacramento, 2001 for more information. Wikipedia also has a fairly substantial list of “Structures Built on top of Freeways.”



La Canada Flintridge, CA



San Diego, CA



Hollywood Central Park, Los Angeles, CA



Tongva Park, Santa Monica, CA (Not a full cap concept)

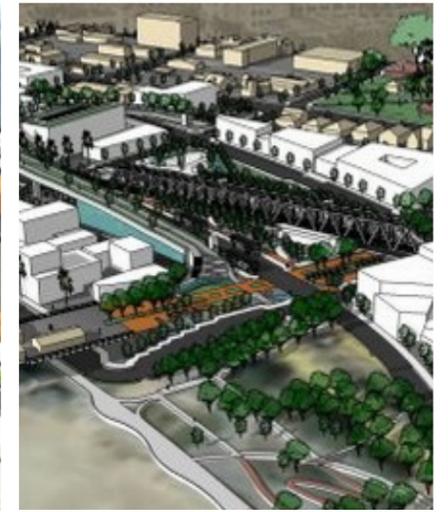
Regionally, Santa Monica, Hollywood, Downtown Los Angeles, and Ventura all have cap parks in various stages of planning. An existing park in La Canada Flintridge caps the 210 Freeway with passive open space and a gazebo and was done as part of a freeway mitigation effort. In San Diego several freeway bridge overpasses have been widened to accommodate widened pedestrian realms, with transit plazas, landscaping, and shade structures. In addition there is a 4-acre cap with a full freeway lid.



Mercer Island, WA



Park 101, Los Angeles, CA



Ventura, CA

Nationally, the Pacific Northwest has several existing cap parks, some of which are pictured, right, from large passive greens to smaller urban plazas. The recently completed Klyde Warren Park in Dallas Texas is a particularly relevant example because of its central city location, size, and programming, which includes a multi-purpose building, civic green, and public art. In Atlanta, Georgia a smaller-scaled precedent are the bridges at the University of Atlanta, which like the bridges in San Diego have been widened to expand the pedestrian-realm, with terraced grassy areas, shade structures and landscape buffers. Other cap parks exist in Seattle, WA; Columbus, OH; Chicago, IL; Trenton NJ; Phoenix, AZ; and Boston, MA.



Dallas, TX



Atlanta, GA

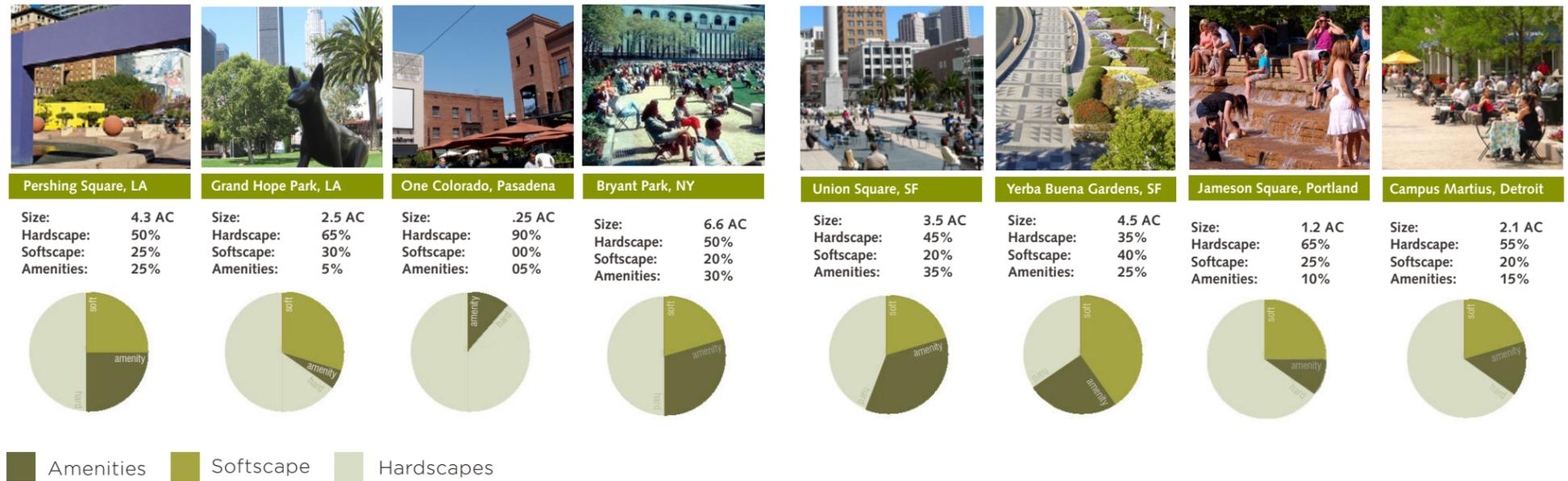
The costs for various cap parks are compared in Chapter 3 along with a discussion of the benefits, which include reconnected neighborhoods, new business and investment, increased visitors, provision of amenities to people who need them most, and an enhancement of property values. The costs include a substantial land acquisition costs, construction costs, and increased costs due to project complexity. Acquisition of air rights and leasing regulations are a particular challenge for cap parks. See “Creating Sustainable Air Rights Development Over Highway Corridors: Lessons from the Massachusetts Turnpike in Boston,” Campbell, B., 2004 for more information.

# UNDERSTANDING SCALE

The Space 134 study area covers a large swath of Downtown, with approximately 36 acres from Central Avenue in the west to Glendale Avenue in the east and spans anywhere between 470ft and 270ft wide north to south. It is about seven city blocks from one end to another. To put this in context, this is 12 acres larger than Millennium Park in Chicago (approximately 24 acres).

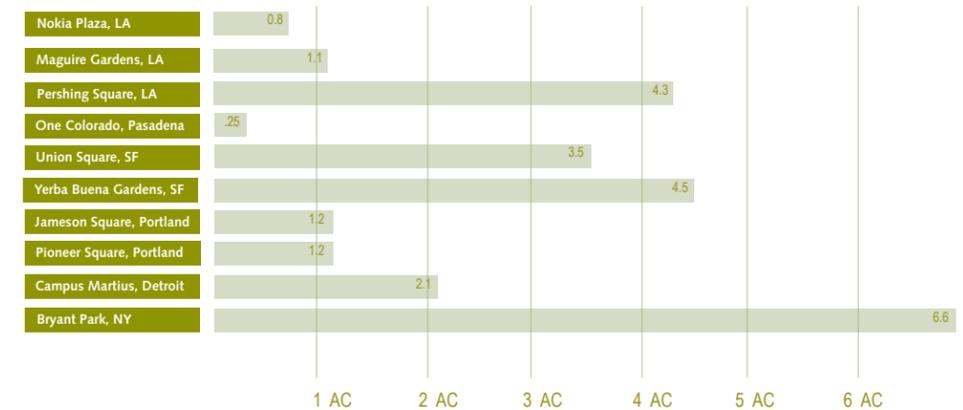
In terms of spatial requirements, Space 134 can accommodate active courts and fields, basketball, volley ball, bocce, little league baseball, even one regulation size soccer field, although the soccer field would leave little room for spectators. Other programmable spaces can also fit, such as multi-purpose / outdoor yoga fields, convention tents, concert arenas and a farmers market.

Truly Space 134 provides a unique opportunity to host various cultural, artistic, and civic activities in the heart of Glendale. Imagine an open air ethnic food festival, local music fair, animation exhibition, a regular farmers market, or a movie night in the park.



- 1 Half court / 3 on 3 basketball tournament  
8 - 50'x50' courts (with 20' buffer)
- 2 Full court / 5 on 5 basketball tournament  
8 - 50' x 100' courts (with 20' buffer)
- 3 Convention / event tent  
140'x300'
- 4 Concert in the park  
40,000 sf open lawn seating with Stage  
(2,700 spectators)
- 5 Large garden event space  
10,000 sf (700-1,000 ppl.)
- 6 Small movie in the park  
1,500 blankets = 2,500+ ppl, screen 30 ft. wide
- 7 Outdoor Yoga  
60'x100' = 100 ppl.
- 8 Farmers Market Booths or art in the park  
80 - 10'x10' booths (4 rows with 20 per row)
- 9 Little League baseball Field  
1 Field
- 10 Regulation soccer  
1 Full size Field

Space 134 and Scale



A Comparison of Scale of Parks and Plazas

# THEME AND BRAND

In 2011, Glendale completed a Branding Report that lays out a vision for an updated brand strategy, including logo, tag lines, creative brand collateral material, and brand implementation and management. Space 134 should build upon this brand, especially in terms of the elements that were identified that differentiate the City from its competitors.

Here is what the Branding Report described as Glendale's strengths:

- **Neighborhoods:** Glendale has 33 neighborhoods throughout the City. Each neighborhood is unique and distinct and brings a different flavor to the community.
- **Strong mix of business:** Glendale has a strong economic base that is dominated by financial services, retail, service industries, healthcare, and manufacturing companies. The City is home to several small businesses and concept stores as well as corporate headquarters to companies such as Nestle and IHOP.
- **Creative Corridor:** Creative entertainment companies such as Disney and DreamWorks call Glendale home.
- **Accessibility:** The City has excellent accessibility in Southern California via freeways and the convenience of LAX and BUR airports.
- **City Services:** The research showed that Glendale has a well managed City government, and the City is considered to be safe and clean.
- **Diversity:** Glendale's resident base is diverse with more than 65 different languages represented among the City's residents.
- **Village Feel:** Even though Glendale is a large City, a village atmosphere permeates through the many neighborhood districts. This emphasizes quality of life attributes and positions Glendale as a great place to raise a family.
- **Parks and Recreation:** The residents rate the city parks highly, and cite them as a point of community pride. The outdoor recreation is a draw for people in neighboring communities. The Brand Library is a gateway to many hiking trails throughout the City.
- **Education:** Glendale Community College is an excellent higher education institution that serves a large student population and contributes to the trained and educated workforce.
- **Restaurants:** Glendale is home to many ethnic cuisines. There are a variety of restaurants here for everyone.
- **Retail:** The City is known as a strong retail destination with shopping at the Glendale Galleria, Americana at Brand, Glendale Marketplace, and the Glendale Fashion Center.

And Glendale's opportunities:

- **Creative Corridor:** With anchors like Dreamworks and Disney, attracting creative industries in the San Fernando Road Corridor is a natural fit for Glendale.
- **Start-ups/concept stores:** Glendale has a number of small businesses that are locally-owned. The city could make supporting entrepreneurs a priority by offering incentives, business classes, or creating an incubator program complete with work space for up-and-coming companies. With a history as an early-influencer among retailers, Glendale should tell

that story to attract the next concept store success story.

- **Public Art:** The urban art program was recently expanded as a City-wide program that will develop public art for the community. This will add to the culture and enrich the community if properly funded.
- **Community College:** A strong partnership between Glendale Community College and the Glendale business community will enhance workforce development programs.
- **Cohesive Message:** As a result of this branding initiative, Glendale will have a cohesive message to communicate to residents as well as the Southern California audience.
- **Tourism:** Glendale is already a destination for great shopping. There is opportunity in expanding (and marketing existing) visitor attractions to retail visitors and business travelers.
- **Events:** Glendale has some strong events such as Cruise Night, Harley Love Ride and Farmers Markets. The City has an opportunity to make a name for itself with more unique events that are family-oriented and celebrate the various neighborhood districts.
- **Signage and Marketing:** Entryway and wayfinding signage (wayfinding project underway) will allow the City to begin the campaign of reintroducing itself to audiences. The marketing of a new identity to target markets has a real opportunity to quickly impact economic growth.

Space 134 should be designed to capitalize on these assets and build the brand, from the creative industries that call the city home, with an emphasis on animation studios, to the diversity in cultures, food, and languages, and the village-feel of the city itself. The City's tag line, "Glendale. Animated." or "Your Life. Animated." "Live. Animated." Etc., can encapsulate the feel and taste of Space 134, as a place where "creativity is produced and enjoyed... a place of fun and entertainment... and a great place to be rather than a place between two others." (Branding Report, p. 8). It is truly "Downtown. Animated."

Space 134 can be what the branding report refers to as a "Being Space in Downtown" where people can come out, gather, produce, create, and collaborate in the outdoor, urban realm. These types of spaces will be increasingly critical as the Millennial generation of young professionals and empty-nester Baby Boomers- the folks who are increasingly coming to central city environments to live, work, and play-- create a powerful marketing demand for central city urban neighborhoods like downtown Glendale. These groups expect open space, multi-modal transit options, services, entertainment, and housing, all within walking and biking distance - and they demand a high-quality urban environment too.

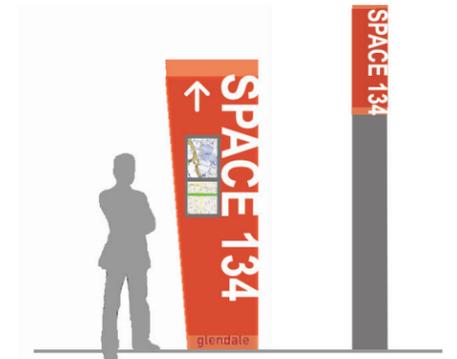
Space 134 should:

- Respect & Build the Brand
- Showcase the Brand
- Enhance Opportunities to Live, Work, & Play
- Position Downtown as THE Hub of Activity, Creativity Movement, Excitement

And it is not just the end product that can reflect the city's brand, the look of the signage, the programming of the park itself, rather the process of designing and conceptualizing Space 134 should be branded to match. The "Let's Make Space 134" logo and tag line (right) has started to take hold as a process brand which engages community members in a collaborative process.



Your Life. Animated.



LET'S MAKE  
SPACE  
134

**Glendale is "Southern California community full of character where imaginations and visionary minds create and animate films, neighborhoods, and some of the world's most recognizable brands."**  
(City of Glendale, Branding Report)

**"Look for ways to create and market 'being space/third places' in downtown."**  
(City of Glendale, Branding Report)

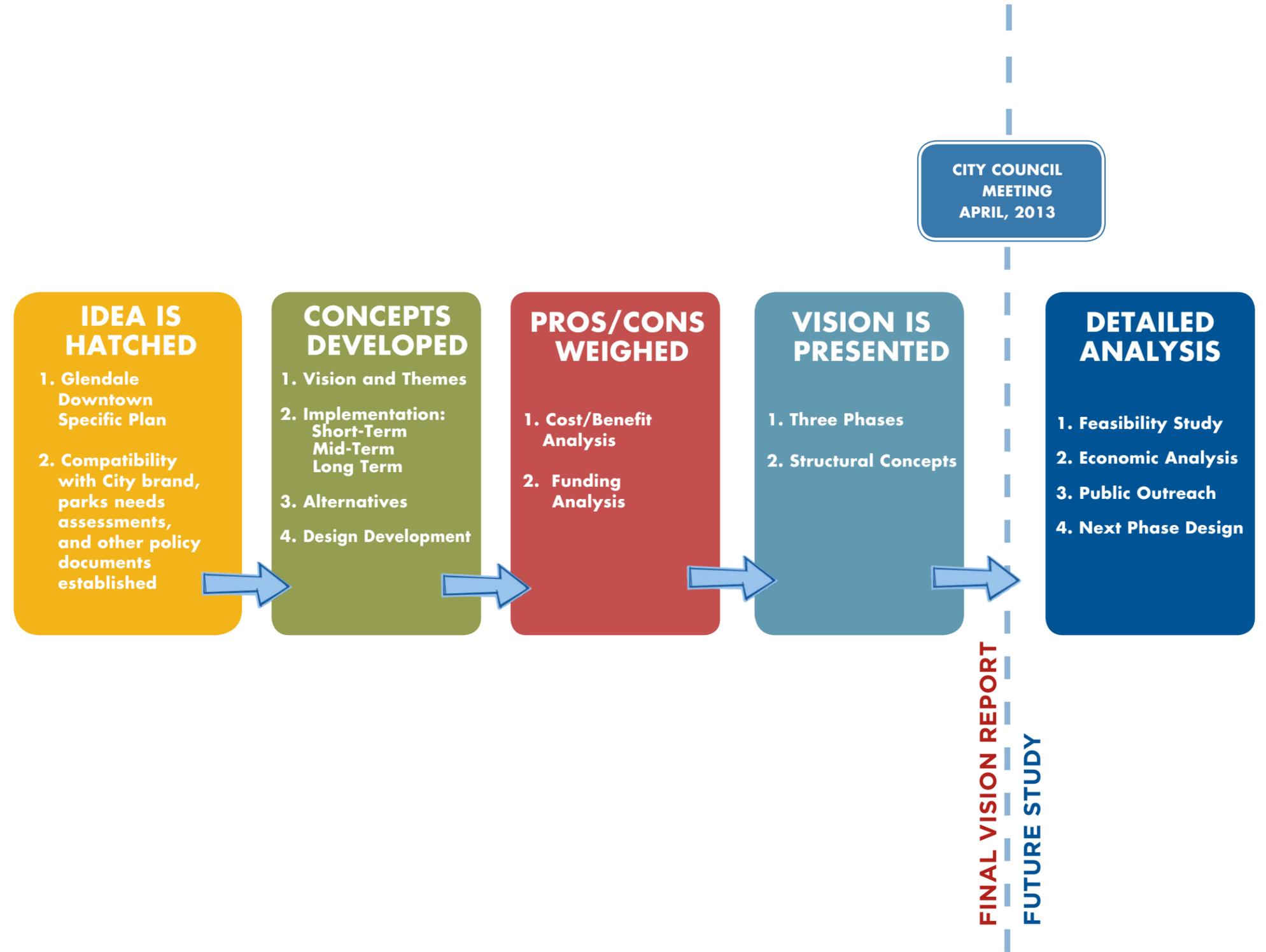


# PROCESS

This Vision Plan represents the culmination of the year-long concept process led by the City funded by a SCAG Compass Blueprint grant. As discussed previously in the Policy Background section, the seed of the idea came from the Downtown Specific Plan as a way to accommodate a northern transit hub for Downtown Glendale and also relink north and south Glendale in the critical block between Brand Boulevard and Central Avenue.

The next Chapter develops the visions and themes for Space 134 and discusses implementation over a short-, mid-, and long-term timeframe. The intent is to design the project in bite-sized pieces that the city can pursue as realistic over time. Chapter 3 then discusses costs and benefits for Space 134 and funding options.

Future studies should delve more deeply into project feasibility, economic impact, and perhaps most importantly public outreach. As we have seen with other cap park precedents and even large infrastructural public benefits projects such as the Highline in Manhattan, buy-in and ownership by the community will be critical. This Vision Plan can only go so far without community advocates to carry it forward. See the Space 134 website for the growing community of supporters: <http://www.space134.net>. The vision presented in this document should be verified with, critiqued by, and built upon by community advocates to make it a truly- community built and community envisioned project.



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# **SPACE 134: THE VISION**

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# PLANNING GOALS

The City planning team narrowed down a series of planning priorities for Space 134 to those that were the most relevant for the Downtown community. Priorities include:

- Make Connections!
- Create Green Open Space!
- Put the Environment First!
- Grow Glendale's Economy!
- Prioritize Mobility!

Space 134 should respond to local needs and local priorities rather than catering to out-of-towners and drawing people regionally. It should be a park for Glendale's providing amenities that the community particularly desires, such as recreational spaces, sports courts, places to gather and meet up, multi-use field areas, and programmable indoor and outdoor event space. It should not only provide these new open spaces, but also help to link north and south Glendale together with safe passageways and connections across the Freeway.

Space 134 should emphasize a greener Glendale, with landscaping chosen to filter pollution through soils and bio-swales, cleaning the air, and requiring less water and maintenance. A greener Glendale also means one that embraces opportunities for outdoor fitness. The park should also help to grow Glendale's economy, by catalyzing new development around its edges or providing income generating uses within the park. Finally, the park should prioritize all alternative forms of mobility, from bike, to transit, pedestrian, car share, bike share, etc.

The overall goal is to transform car-space into people-space, to transform concrete into green, to provide Downtown with a setting for great things to happen, a backdrop for a livable community.

Space 134 should also link in to the larger green network, both locally and regionally, including the Verdugo Wash, and the LA River watershed.

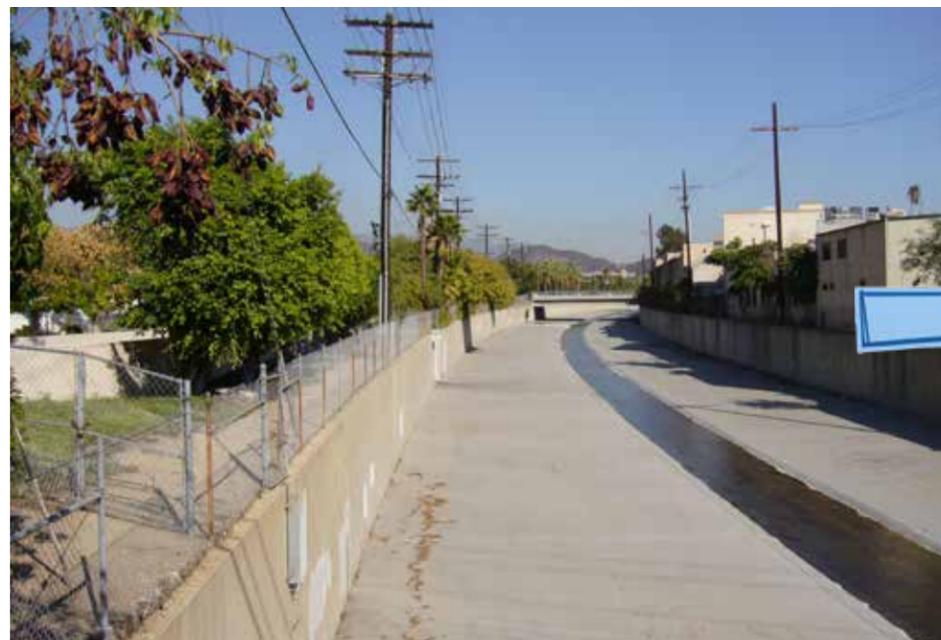
**The overall goal for Space 134 is to transform car-space into people-space, to transform concrete into green, to provide Downtown with a setting for great things to happen, a backdrop for a livable community.**



Existing Space: Freeway, chainlink. "Car-Space"



Proposed Space 134: Active spaces, comfort, interest, and "People-Space"



Existing Verdugo Wash: Concrete channel. All backs turned to the waterway



Proposed Verdugo Wash and Green Loop: Waterway celebrated as a major asset

# THE VISION: SPACE 134. ANIMATED.

**TIMEFRAME: 40+ YRS**  
**OPEN SPACE / CAP: 28 ACRES**

The vision for Space 134 is a multi-purpose community space with passive open space, programmed community and civic buildings, and a new eastern development node. Space 134 will reflect Glendale's diverse culture and its creative industry and provide space for the growing Downtown to evolve as a livable community.

The Space 134 "cap park" will re-link north and south Glendale and repair the urban fabric that was ripped apart by the 134 Freeway, revitalizing highway-adjacent Downtown communities. It will catalyze new development and investment in the city and to become the next great place in Glendale. More specifically it will fulfill the city's visions for the Downtown Area as put forth in the Downtown Specific Plan and the City's recent branding effort and create a real "people space", bringing people out into the public realm.

By promoting Downtown Glendale's identity as an attractive cutting-edge regional destination, and providing much-needed open space amenities to the City's many residents, the energy that is focused into the Downtown area will help make Downtown a "complete neighborhood". The "cap park" will help sustain the larger urban context, allowing Downtown Glendale to increase its density while maintaining ample space that caters to alternative transportation, health, recreation, and resource conservation. Space 134 will live up to the City's identity as a forward thinking, well-rounded place, a regional commercial and cultural center, both a "destination" and a "home".

The 40-year full build-out vision includes a major new passive and active park with neighborhood-serving uses, evolution of a "Green Loop", where the Freeway overpasses will be widened, enhancement of the City's green network with a walk and bike "active Glendale" loop, and a main park at Brand Boulevard and Central Avenue with conference and event facilities, an outdoor plaza and programmable outdoor space immediately responding to the needs of Downtown residents. At the same time a more neighborhood-scaled park along a Safe Routes to School street is envisioned in the east at a critical link between north and south Glendale.



*Outdoor Dining and Pavilion Cafe*



*An 18-hour Downtown Experience*



*The Great Lawn*



*Hip Things to Do and See*



*The Space 134 Vision Concept*

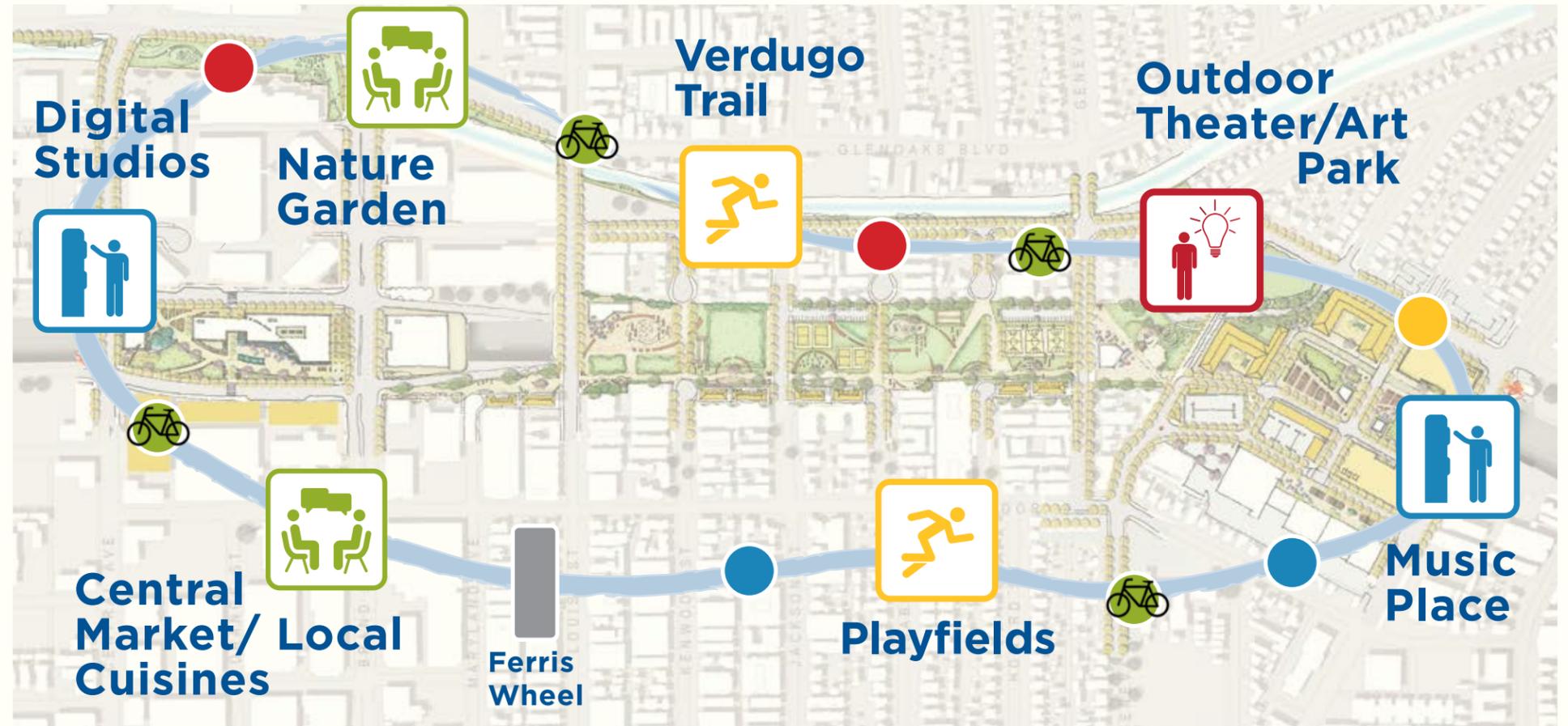


# THE LOOP

Central to the Space 134 concept is “The Loop”. The Loop is a set of physical elements in the park and even in adjacent streets that draw the user through the space and tie it together along a main spine path with stops along the way where people can move, interact, innovate, engage, and learn. These “stations” may include interactive public art, fitness stations, innovative technology displays, and outdoor musical instruments. They should happen every 300 - 500 ft along the main path network and will be linked with the overall signage program. They will help to break the space down into human-scaled, manageable increments.

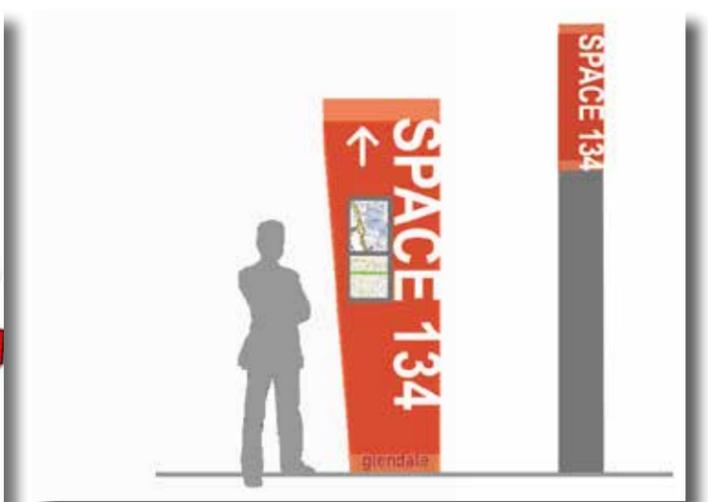
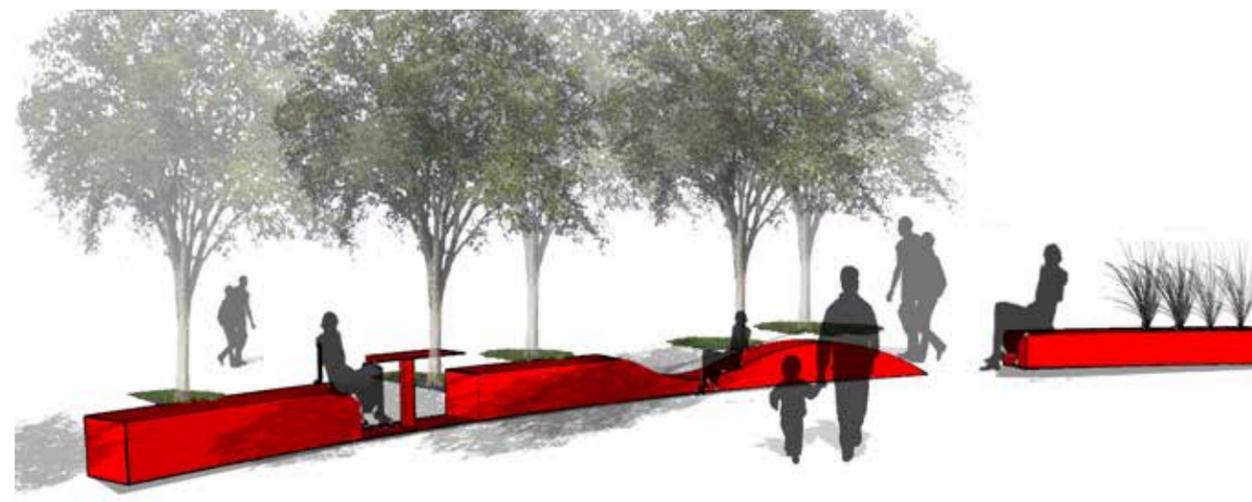
A continuous visual element such as a linear, winding bench may pop up in places to reinforce the loop, or may manifest in a re-occurring color or signage elements.

This main park loop should be linked into the bigger green loop that is discussed in the short-term vision later on in this section, that is to say the green loop of enhanced overpasses and streets to link Space 134 to the Verdugo Wash and the regional greenspace network.



- Fitness Station
- Outdoor Music / Interactive Art
- Cell Phone Booth
- Bike Station / Amenity

-  Move
-  Touch / Interact
-  Innovate
-  Engage / Learn



The Green Loop Concept Envisioned: Plan, Bench Concept, and Signage

# THREE CHARACTER AREAS

Along the project corridor, there are three distinct character areas defined by changing land use patterns, community character and urban form:

## AREA 1

Due to its close proximity to the Glendale Central Business District this area is more civic/commercial in character and denser in building typologies. Space 134 in this area should reflect a bustling, 18-hour Downtown environment, with programmable spaces, more hardscaping and spaces that respond in size and scale to the Downtown milieu.

## AREA 2

Area 2 is much more residential in character. Multi-family residential units are located to both the north and south of the 134 Freeway, with scattered single-family dwellings as well, some of which are historically relevant. Streets are smaller in scale, as are buildings. Space 134 should have a more neighborhood-oriented recreational identity in this area, providing residents with areas to gather, play, and exercise on a small-scale.

## AREA 3

The defining characteristic of Area 3 has to do with its potential for redevelopment and its current land use classification, as well as its proximity to Downtown. This area is currently dominated by a collection of auto-oriented commercial uses, which suggest great potential for redevelopment into a more pedestrian- and bicyclist-friendly eastern node, with a more dynamic mix of uses. Space 134 should respond to this potential in the eastern segment.



Area 1: Critical to the concept are street frontages that activate the street. Pictured here: Brand Avenue at the new Animation Studio and mixed-use building



Three character areas along the 134 Freeway ■ Area 1 ■ Area 2 ■ Area 3

# THREE CHARACTER AREAS

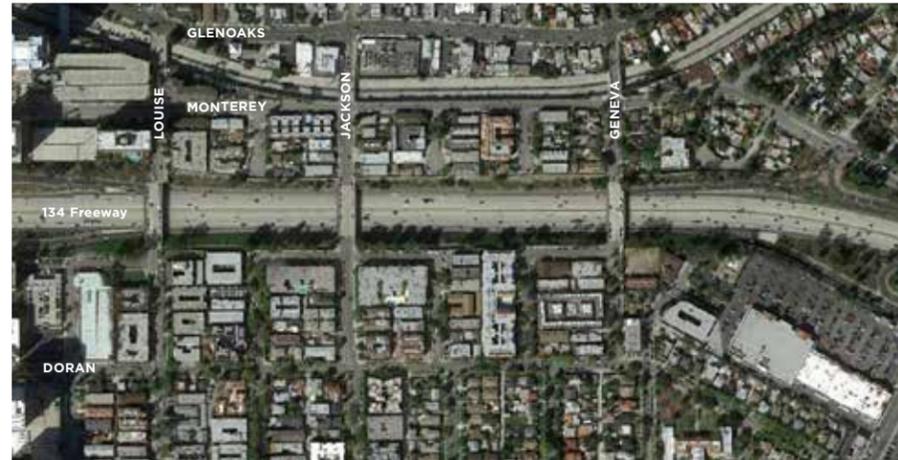
## AREA 1: CENTRAL TO LOUISE



### POTENTIAL FOR:

- Conference facility / amphitheater uses and / or rentable, occupiable pavilions or buildings.
- True 18-hour activation and creative programming that supports the “creative Glendale” brand.
- Memorable and Imaginable major art attraction, central attraction hub, eye-catching element visible from the Freeway and iconic to Glendale.
- Regional transit plaza, node, or station.
- Enhanced crossings and north-south linkages.
- Linkages to the existing adjacent corporate plaza and corporate uses.
- Corporate sponsorship.
- Bike-share or car share. Shared parking with adjacent uses.
- Infill of adjacent parcels with hotels as mutually-supporting with Space 134.

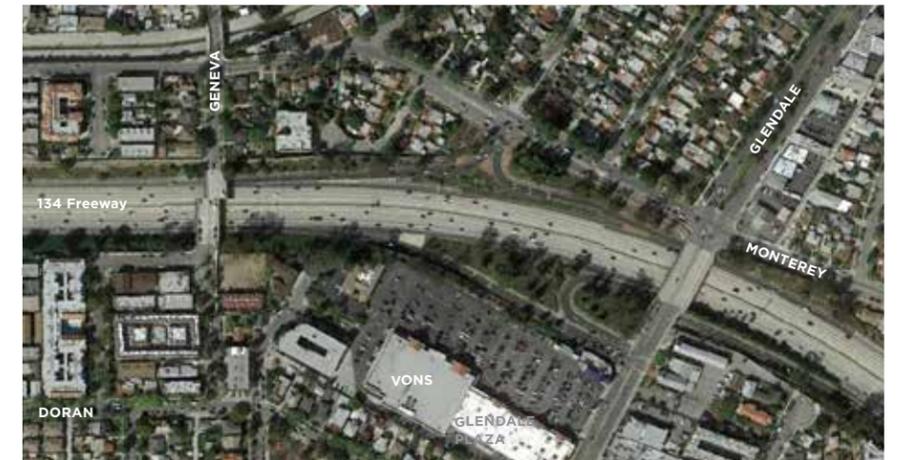
## AREA 2: LOUISE TO GENEVA



### POTENTIAL FOR:

- Passive open space areas, such as multi-purpose fields, courtyards, plazas, and walking trails, including art walks and art fields.
- Active open space that is neighborhood-scaled, such as basketball, volleyball, bocce, tetherball, or giant chessboard.
- Tot lots and playgrounds to work in tandem with safe routes to school improvements in the area.
- New pedestrian connections north-south through Space 134 at existing cul-de-sac streets and along key desire lines.
- Eventual redevelopment of parcels along the Space 134 edge for park-oriented development and eyes-on-the-park.
- New “woonerf” or neighborhood street east-west along the edge of Space 134 for maximum access, improved circulation, and eyes-on-the-park.
- Supportive uses such as cafe(s), bike facilities, bike share, bathrooms for park users.

## AREA 3: GENEVA TO GLENDALE



### POTENTIAL FOR:

- A wider cap park with a mix of built areas and open space areas for a new Glendale eastern node.
- A civic-scaled green space surrounded by new residential, mixed-use, and live-work development.
- New pedestrian connections north-south to reconnect streets, especially those that help to link to the new commercial core and to the schools to the north and south.
- Incorporation of the large shopping center property into the cap in terms of its design, new development, etc.
- Consolidation of on- and off-ramps to accomplish a more substantial capping.
- An iconic design for the Glendale overpass bridge as an eye-catching element visible from the Freeway to brand the space and announce the city from those traveling from the east.

# DESIGN THEMES

## INTRODUCTION

A series of design concepts have been identified to unify Space 134 and provide themes which designer and planners can refer to and get inspiration from in future phases. The roles of these themes are to:

- Tie the Space together, guiding the design and arrangement of the Space
- Inform the programming of the areas within the park
- Tie the Space into the larger Glendale context and the Glendale brand
- Market and “sell” it to constituents
- Get people excited so they can see the potential of what Space 134 can become

The themes are not mutually exclusive and several can be used at the same time to brand and identify the space.

## NATURAL GLENDALE

The “natural” theme celebrates Glendale’s nature story, its proximity to the mountains, its natural habitat, and it brings touches of nature into the heart of Downtown.

- Get connected to nature while being in the heart of Glendale
- Views to the mountains / bringing the mountains ‘closer’
- Chaparral, birds, local planting
- Water play for children
- Learning moments
- Celebrate the transect of mountains, water, valley, through design and programming. Symbolic transect: Mountains, Arroyo, Citrus Groves as link to agricultural past
- Link open-space-rich north Glendale, with more urban south Glendale



Franklin Park, Los Angeles



Playground Rock Climber



St Louis City Garden. Arroyo



Portland, OR. Wave Fountain



Teardrop Park, New York

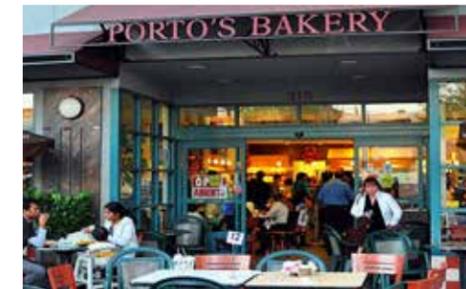


Musical Instruments Playground

## LOCAL GLENDALE

The “local” theme celebrates Glendale’s rich ethnic panoply through food, music, and design.

- Places for independent businesses
- Local cuisines and cultures / A Taste of Glendale
- Work with the Americana at Brand not against
- Places for food trucks
- Occupiable flexible structure
- Rentable space for weddings
- Iconic design of pavilion by local designer
- Art in the Park



Portos Bakery, Glendale, CA



Chess Park, Glendale, CA



Lucky's on the Green, Tulsa, OK



Portos Bakery, Glendale, CA



Local Food Trucks

## ACTIVE GLENDALE

The “active” theme is focused on encouraging sports, walking, jogging, bicycling, etc., At Space 134, especially a walking and biking circuit or “green loop” link to Verdugo Wash and Fremont Park and to the larger LA River, Glendale Narrows, and the regional park network.

- Glendale-specific active recreation
- Mobility hub
- Links to bikeways and existing parks
- Health stats and exercise circuit
- Sports fields and courts
- Pollution-screening trees and vegetation
- Given the adjacency to the Verdugo Wash, Space 134 can be conceived of as a “green loop” with enhanced streetscaping, active recreation trails, and green improvements to the Wash



Guadalupe River Park and Gardens, San Jose, CA



Westminster, CO



Guadalupe River Park and Gardens, San Jose, CA



Guadalupe River Park and Gardens, San Jose, CA



Stoner Skate Park, Los Angeles, CA



Multi-age recreation



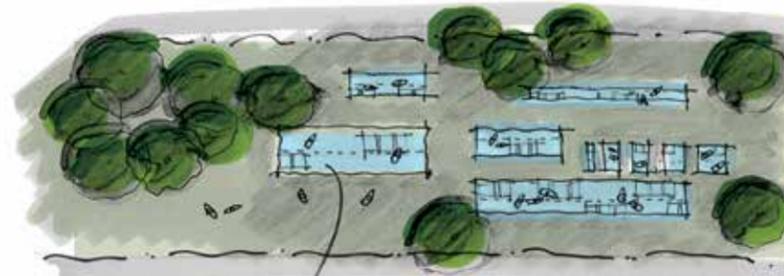
Jeffrey Open Space Trail, Irvine, CA



## CELEBRATION OF THE CAP

This theme relates to the cap structure itself as inspiration for the park, both in terms of a celebration of its construction and engineering, and also in terms of the vehicles that are traveling beneath. The proximity and relationship to vehicles can be celebrated, rather than concealed.

- Connection to Glendale’s auto industry
- Exposed support structures and trusses
- Transparent walkways over Freeway
- Play with Freeway walls in terms of art, lighting. Car lights as art.
- Gateway element visible from Freeway as iconic branding element for people traveling on Freeway
- A signature series of “red bridges” element to brand Space 134 and make it identifiable and memorable



Glass portals through cap to Freeway below



Aquarena, San Marcos, Texas



Black Pool Tower, England



ARoS Aarhus Kunstmuseum, Denmark



High Line, New York



Tianmen Mountain, China

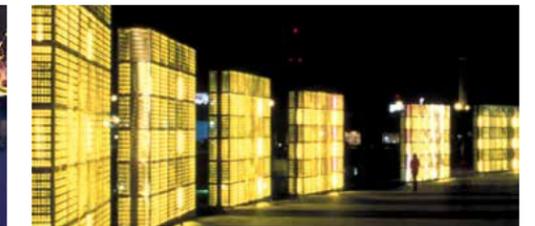
## GLENDALE. ANIMATED.

This final theme celebrates Glendale’s tie to the animation community and to its creative industries. This theme could manifest in a variety of ways from screened and framed moments and playful installations using light and sound to programmable outdoor space for plays, movies, and related events.

- Viewing portals to the Freeway
- Outdoor movies and shows
- Connection to animation studios
- Interactive public art
- Shadows and light play
- Potential for corporate sponsorship to link theme and brand of city



City Garden, St Louis, MO



Lightboxes at Triangle Park, St Louis, MO.



High Line, New York, NY



Mary Bartelme Park, Chicago, IL



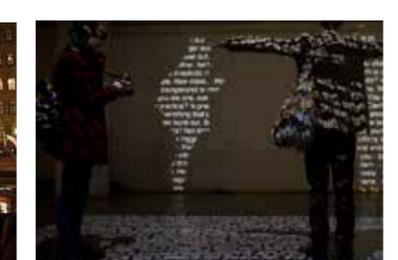
Art Basel Convention, Miami, FL



Central Park, Redwing, MN



Union Square, San Francisco, CA



Jewish Museum, Germany

# A PHASED APPROACH: 5-YEAR VISION FOR A GROWING PARK

The first stage of the Space 134 vision starts with a series of linear walkways and enhanced sidewalks to better link north and south Glendale. Freeway capping does not occur during this phase, rather attention is focused on the improvement of the pedestrian realm as well as enhanced facilities for bicyclists.

From Central Avenue to Balboa Avenue a segment of the Caltrans right-of-way is reclaimed for a bike and walk path along the south edge (see illustrative section, below right). The path, delineated with decomposed granite, special pavement, and directional / wayfinding signage begins to establish the “green loop” concept central to later phases of Space 134. East-west connectivity is enhanced and car-space is gradually transferred into people space. New pollution-screening landscaping along this edge, along with the running bench element help define the space.

The block-long segments of Maurita Place Jackson Place, and Maryland Place are reclaimed as pocket parks which can accommodate tot lots and passive open space with landscaping and places to sit. These parks will require demolition of existing street improvements (pavement, curbs, gutters, catch basins). Existing utilities will likely require some adjustments and/or relocations to accommodate the layout of park features.

On main north-south streets, street trees and pedestrian lighting are enhanced and a reoccurring signage or graphic element ties these streets into the green loop. Connections are made apparent to the Verdugo Wash.

At Central Avenue the overpass bridge structure is widened on one side to expand the pedestrian realm and mitigate the noise and experience of the Freeway while walking over it. Iconic art is installed onto the safety fence, an eye-catching piece visible from the Freeway beneath. Likewise at Balboa Avenue the cul-de-sac condition at the Freeway is ameliorated with a new eye-catching pedestrian- and bike-only bridge over the Freeway. As the gateway element from the east, this structure should be compatible with the visual voice at the western end of the Freeway at Central Avenue.



A series of navigable “green loops through the Space 134 enhancement area



**TIMEFRAME: 1-5 YRS**  
**NEW OPEN SPACE: 5 ACRES**



Interactive Public Art, Expanded Pedestrian Realm



Continuous Path and Branded Art on Existing Fence, Sidewalk Widened



Multi-use Path with Fitness Stations



Bike Share/Station



Illustrative section through “green loop” trail on south edge of Freeway

# A PHASED APPROACH: 5-YEAR VISION FOR A GROWING PARK

As mentioned on the previous page, central to the 5-year vision is the re-visioning of the overpass bridge structures over the 134 Freeway. Proposed modifications to the Central Avenue bridge and the Geneva bridge are illustrated to the right. In both cases a widened sidewalk on one side makes for a more comfortable pedestrian realm.

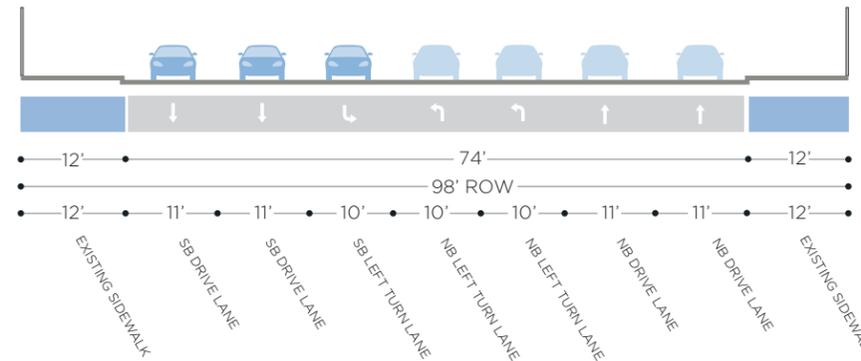
Incremental improvements also include introduction of new street trees in raised planters, continuous wayfinding and branding/signage elements, shade structures and landscaped setback areas to soften the experience of the Freeway beneath (Geneva Avenue), and iconic entry art on the eastern most and western most fence faces (Central Avenue and Glendale Avenue) as visible from the Freeway beneath. The goal is not only to create a more comfortable environment for people walking and biking over the Freeway, but also to establish a memorable visual cue from the Freeway that they are traveling through the heart of Glendale.

## TUNNEL ENHANCEMENTS

Enhancements to the existing tunnel beneath the Freeway at Kenilworth Avenue are included in the "green loop" enhancements. The current tunnel does not provide adequate clear width for the safe passage of pedestrians and bikes. Widening the existing tunnel would likely be expensive, difficult, and generally impractical. Constructing a new tunnel would also present a number of challenges. In order to avoid significant impacts to Freeway traffic, the tunnel would likely need to be constructed completely from below the road. Tunneling techniques to consider might include jack and bore, pipe arch canopy, soil grouting, lattice girder and shotcrete, and boring with a tunneling machine. Note that all of these options are relatively expensive and have more potential risk when compared to an above grade crossing alternative. Good subsurface information is important when deciding which tunnel method to select. In order to obtain competitive pricing it will be important to develop tunnel requirements that will allow for different tunnel technologies to bid on the project (for example, allow either a rectangular or circular cross section).

## SECTION A - CENTRAL AVENUE BRIDGE

### EXISTING

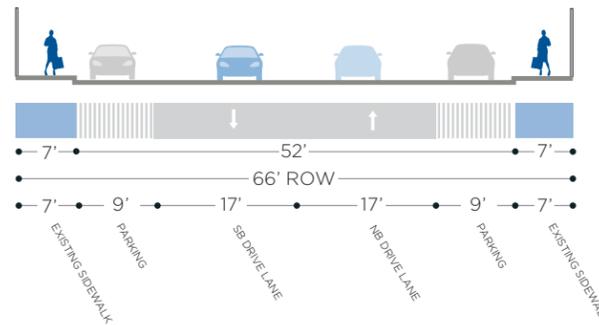


### PROPOSED

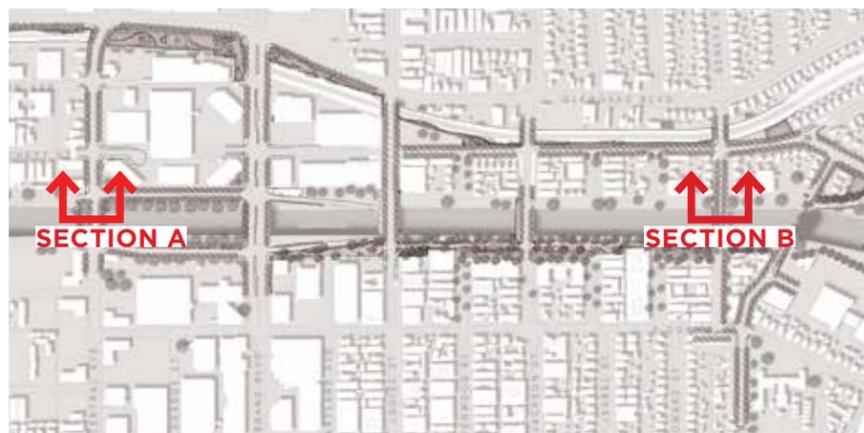
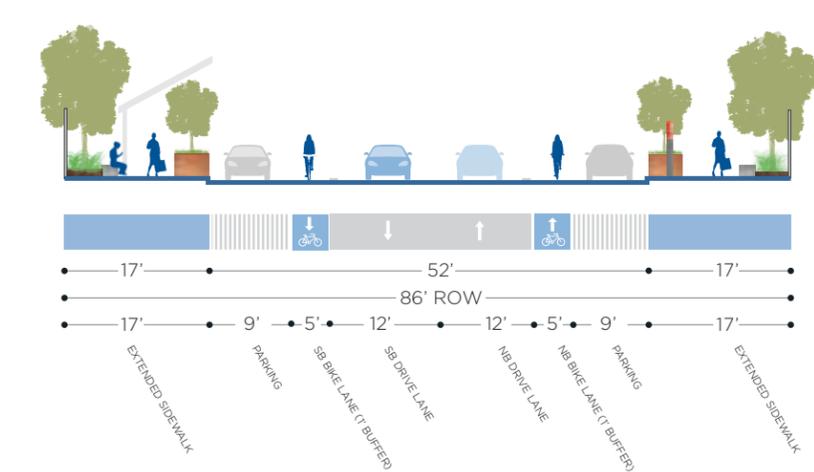


## SECTION B - GENEVA AVENUE BRIDGE

### EXISTING



### PROPOSED



Location Key



Perk Park, Cincinnati, OH



Peggy Rockefeller University, NY



Atlanta, GA



Nagoya Pedestrian Bridge, Japan

# A PHASED APPROACH: 20-YEAR VISION FOR A GROWING PARK

**TIMEFRAME: 20+ YRS**  
**OPEN SPACE / CAP: 15 ACRES**

The full 40-year vision can be realized in a set of incremental improvements. In the 20 year vision, the first full Freeway caps are constructed from Central Avenue to just east of Brand Boulevard and from Howard Street to Balboa Avenue. These two areas were chosen for capping because of their critical importance to their surrounding neighborhoods and their different character that allows Space 134 to respond to the needs of multiple user groups from the Downtown worker, to the resident of the neighborhoods along Geneva Avenue, and the children and families traveling to school along Geneva Avenue.

In addition to these two cap park areas, a re-visioned Vons shopping area along Glendale Avenue includes a new street with street fronting retail or mixed-use with a commercial anchor tenant along Glendale Avenue and parking tucked behind the buildings with their back to the Freeway. This concept for this area shows one variation for redevelopment and is not drawn cumulatively as the other areas are.

The Brand Boulevard to Central Avenue cap takes a more urban, central city character with the conference facility, café, civic green and plaza area with street-fronting active uses along Brand Boulevard. See page 2-12 for more information on this segment. The Howard Street to Balboa Avenue cap is a smaller and more residentially-oriented in terms of scale and design. Basketball courts, a small café or multipurpose room, a tot lot playground and new north-south pathways are introduced along this critical safe-routes-to-school route.



*The Glendale Pavilion at Brand Park*



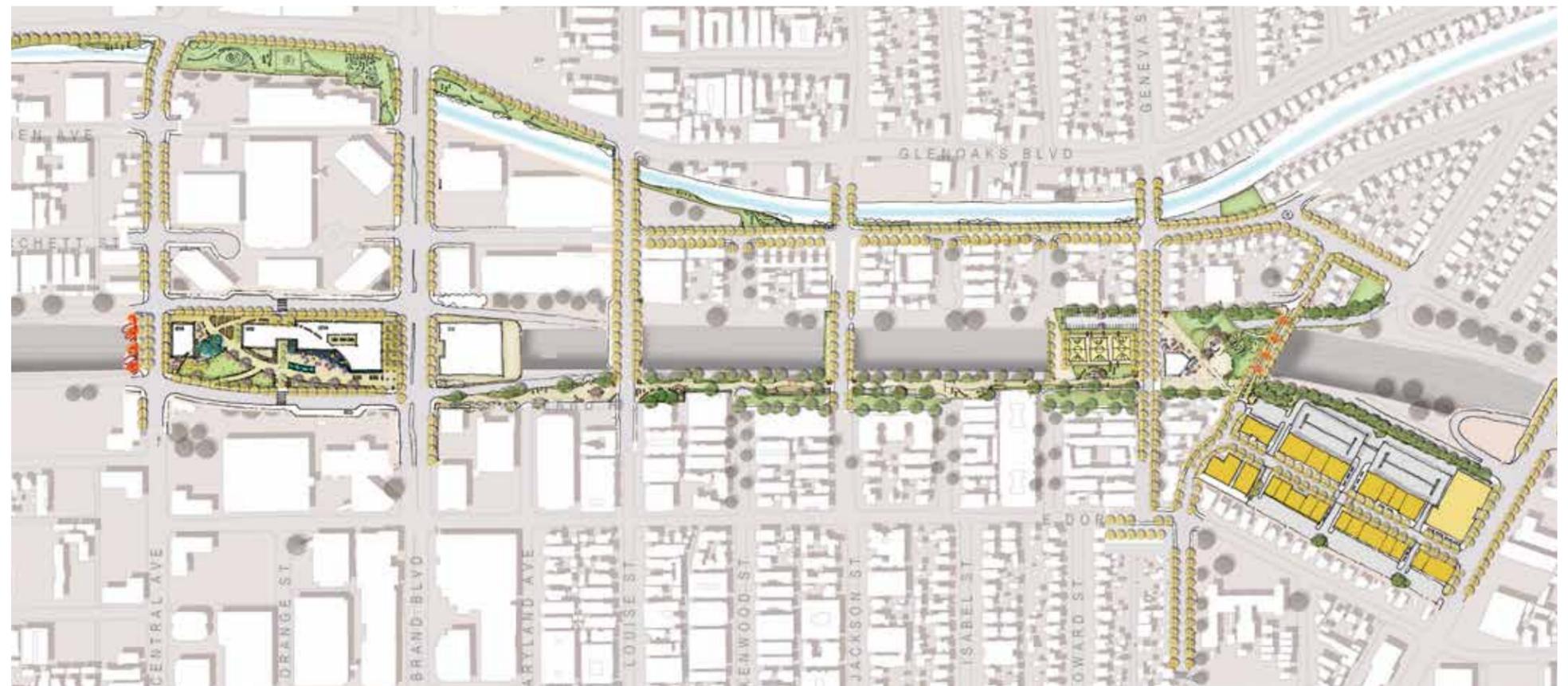
*Iconic Public Art*



*Play Areas and Activities for all Ages*



*Neighborhood-Scaled Active Recreation*



*20-Year Vision Plan*



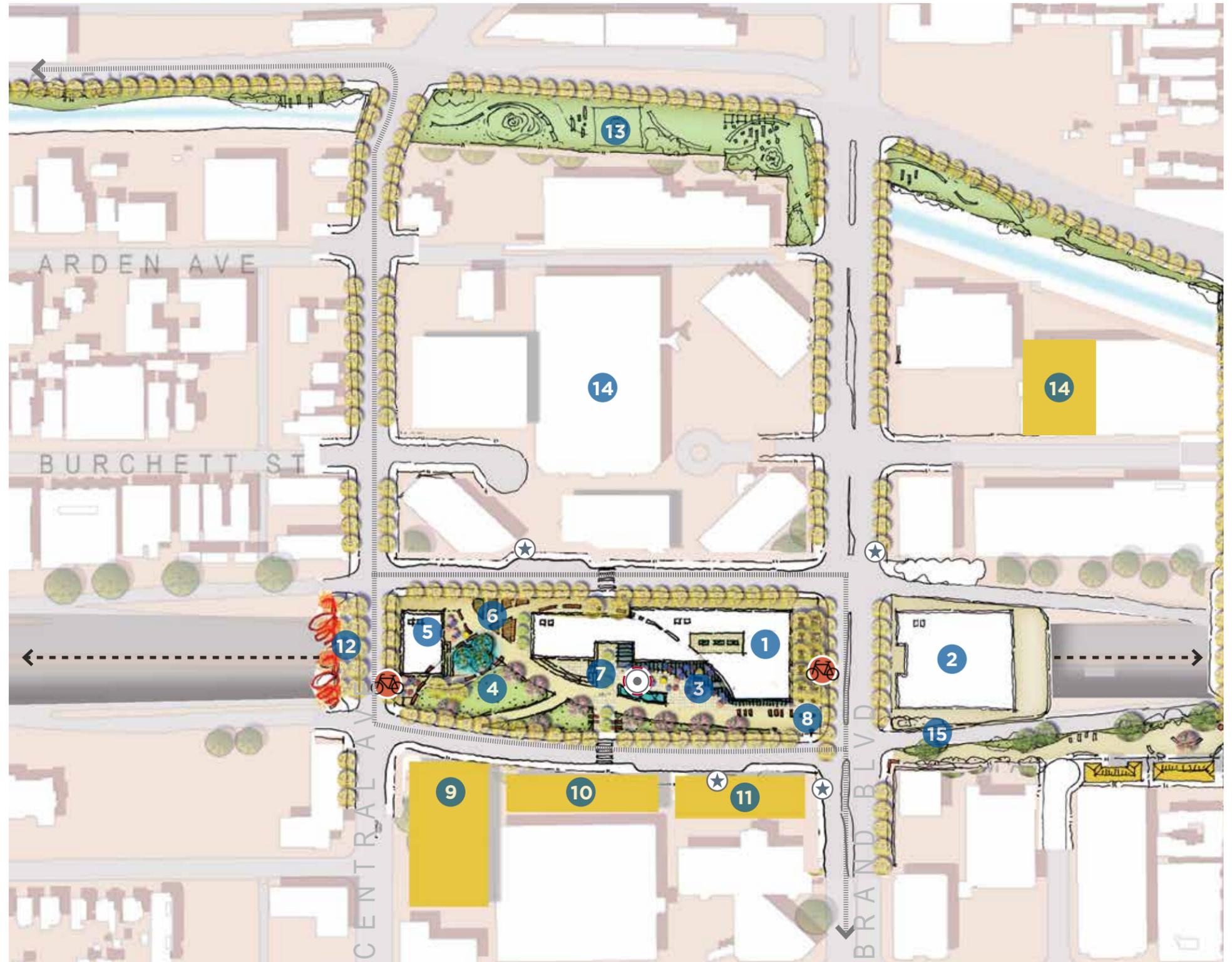


# SPACE 134. ANIMATED - "DOWNTOWN PARK"

- 1 Focal Point: Conference Facility
- 2 Rentable Animation/Sound Studio Space with Retail on Street
- 3 Focal Point: Outdoor Plaza
- 4 Focal Point: Great Lawn
- 5 Cafe
- 6 Running Bench
- 7 Clear North/South Connections
- 8 Signage Family Helps Brand the Space
- 9 New Development
- 10 Automated Parking / Shared Parking Opportunity
- 11 Boutique Hotel
- 12 Enhanced Sidewalk and Gateway Art Feature
- 13 Verdugo Trail Loop
- 14 Shared Parking Opportunity
- 15 Beginning of the Green Loop Multi-Use Trail
- ★ Transit Station Location Options
- - - Transit Option 1 (Freeway Alignment)
- ▬▬▬ Transit Option 2 (Glenoaks Alignment / Surface Streets)
- 🎯 "The Moment" Art or Attraction
- 🚲 Bike Station / Amenity



Location Key



Maximum Development Alternative Shown

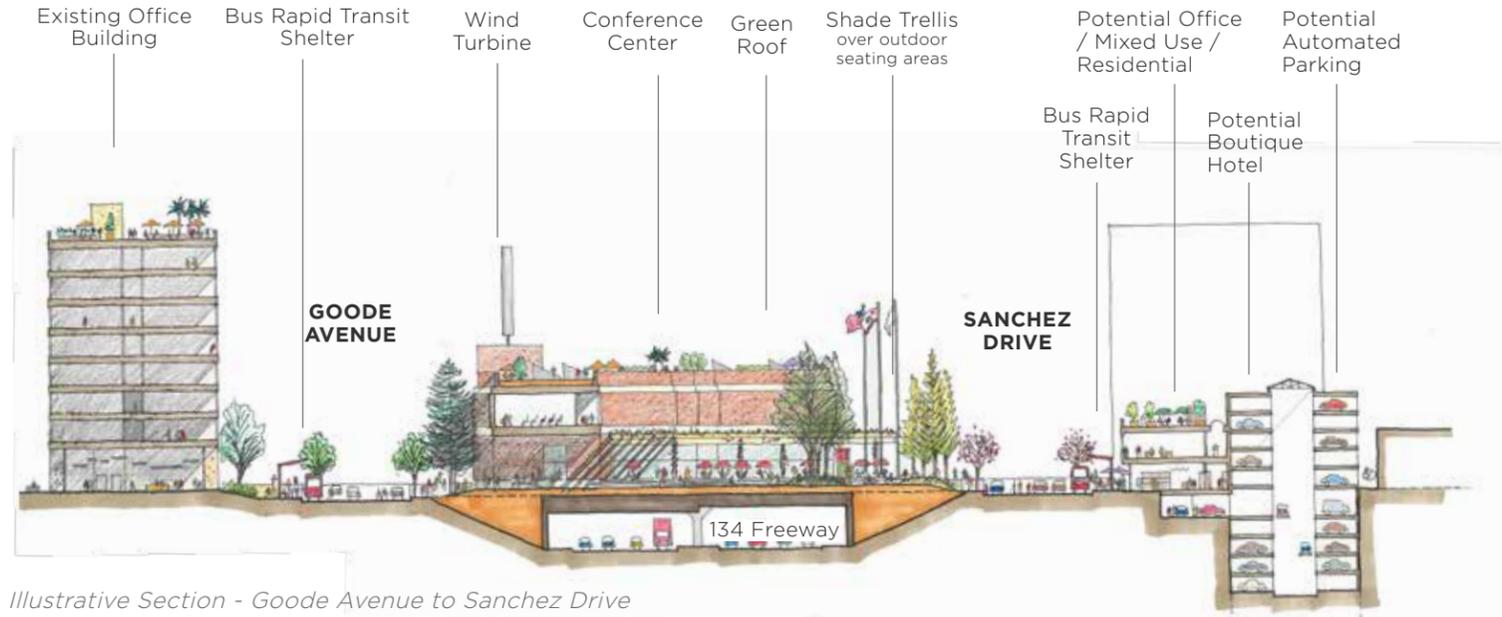


# SPACE 134. ANIMATED - "DOWNTOWN PARK"

The conference facility sits within the existing Downtown context where buildings are seven or more stories tall. Designed at three stories and taking up about 1/3 of the full block, the facility helps to break Space 134 into human-scaled increments, carving out plaza space and green space around it.

Goode Avenue and Sanchez Drive remain one-way and are faced with windows and wide sidewalks. These streets now accommodate new Bus Rapid Transit stations for regional transit connectivity into the heart of Glendale.

Upon future redevelopment, south side parcels may be infilled with park-supportive uses, such as a boutique hotel and shared parking configurations with an automated parking facility. The hotel can house people coming for conferences and events in the Space 134 facility. Other infill may include office space or more likely, new housing that overlooks the park.



Illustrative Section - Goode Avenue to Sanchez Drive



Visualization of the new conference facility and grand civic plaza

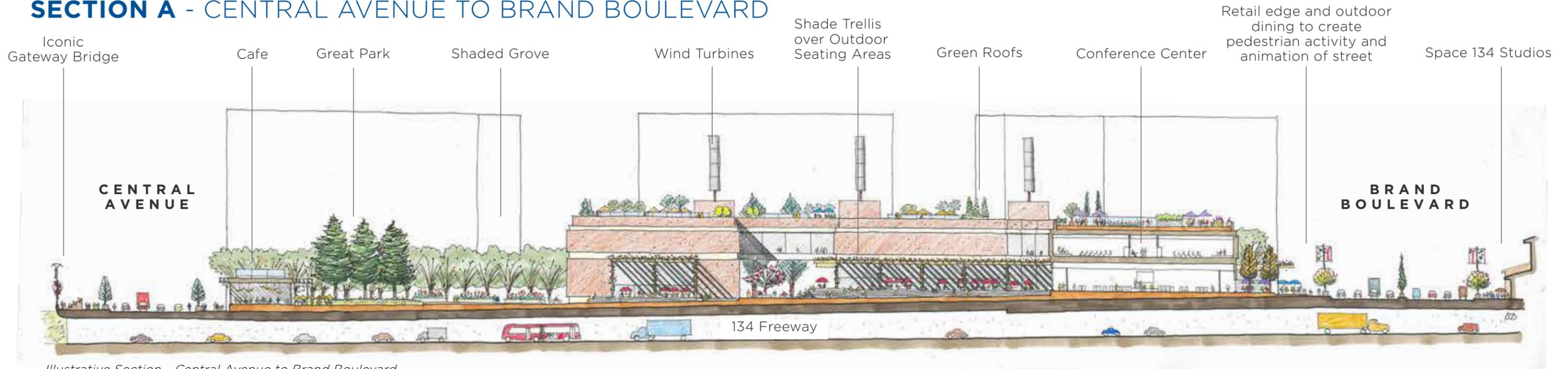


Location Map



# SPACE 134. ANIMATED - "DOWNTOWN PARK"

## SECTION A - CENTRAL AVENUE TO BRAND BOULEVARD



Illustrative Section - Central Avenue to Brand Boulevard

This central core area of Space 134 lies in the heart of Downtown Glendale, between Central Avenue and Brand Boulevard. The multi-story buildings on either side of the park embrace the space and provide eyes on the park for safety. This block is unique in that there is a frontage road on either side of the Freeway. This means that buildings actually face the park, rather than turning their back or side to it, as is the case in other areas of the park.

The vision for this park is an urban park with a plaza, hardscape, water feature, cafe, and a conference/events facility of two to three stories. A large central green space can accommodate picnics and impromptu gatherings, as well as organized community events, meet-ups, group yoga, outdoor movies, and the like. Adjacent to this green space, a cafe building anchors the west side of the park. Visually porous and light on the ground the cafe looks out onto the park and has outdoor cafe tables and chairs. The first of two bike share stations can sit along Central Avenue, easily-accessible from the street.

Walking from the cafe east through a shaded grove and main pathway you arrive at the conference facility and main plaza with interactive fountain, public art and places to sit and people watch. The west side of the space can accommodate a transit plaza and is designed with active street-fronting uses along the conference facility edge, such as a cafe, or retail uses. A deep sidewalk and setback allows for a double row of trees along Brand Boulevard, with enhanced streetscaping, signage, and paving. The Space 134

signage system weaves throughout the park, with a series of wayfinding pylons and directional cues.

The Freeway edge on Central Avenue is designed with an eye-catching public art display on or adjacent to the overpass fence, to be visible from passing vehicles beneath. The street edge along Brand Boulevard is embraced with active use along the east side, with a new animation studio and mixed-use building. The north-south transition is thus eased and most pedestrians would be unaware that they are traveling over the Freeway as it is no longer visible or audible. North and south Glendale are rejoined.

Pollution-screening trees are drawn into the main green space area and wind-turbines help to tell the "healthy Glendale" story. Bioswales pick their way along the main pathway spine. Public art stopping points and interactive stations dot the park along the main pathway and showcase Glendale creativity, telling the "animated Glendale" story.



Location Map

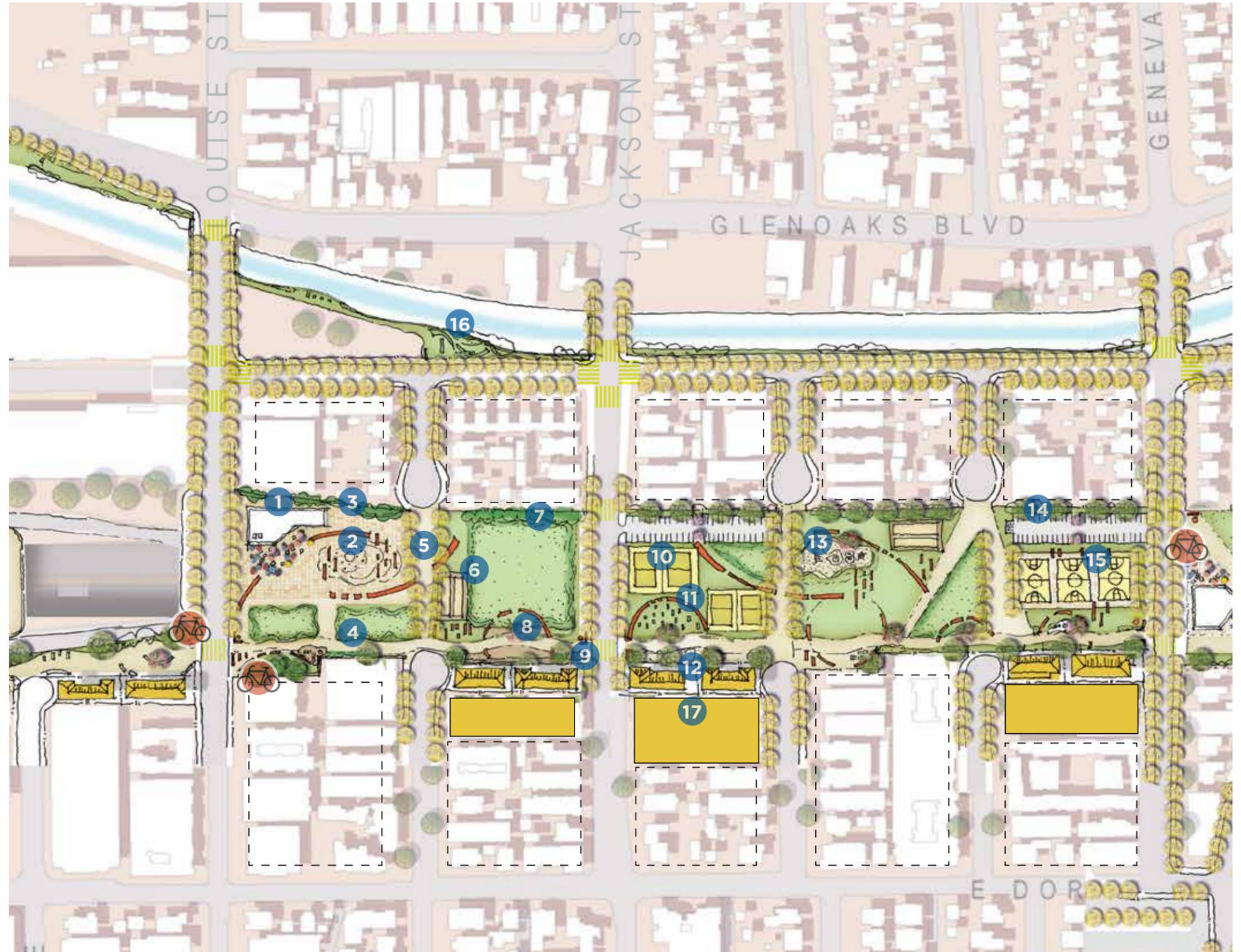


# SPACE 134. ANIMATED - "NEIGHBORHOOD PARK"

- 1 Focal Point: Community/Pavilion Cafe
- 2 Focal Point: Water Play
- 3 Running Bench
- 4 Main Bike, Walk Loop Path
- 5 Clear North/South Connection
- 6 Bocce
- 7 Focal Point: Great Lawn
- 8 "Move" Station: Workout Equipment
- 9 Branded Signage
- 10 Volleyball
- 11 Focal Point: Art
- 12 Infill Development
- 13 "Play" Station: Playground
- 14 Parking
- 15 Basketball
- 16 Focal Point: Verdugo Wash as People Space
- 17 Redeveloped Lots
- [ ] Future Park-Oriented Development Potential
- Bike Station / Amenity



Location Key

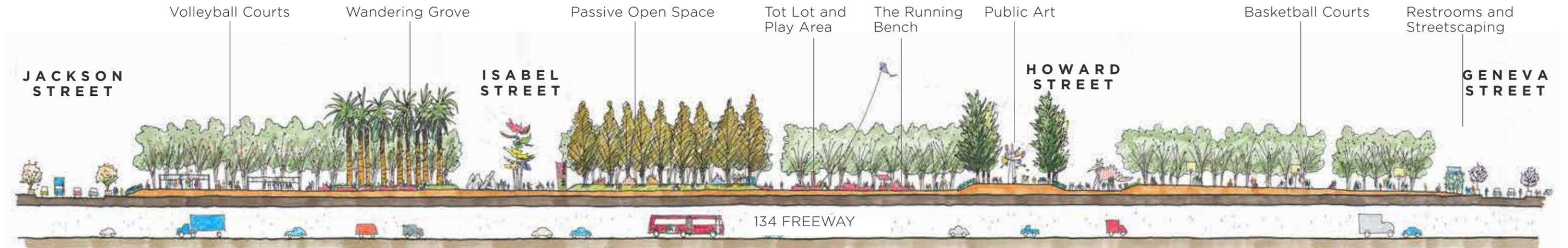


Neighborhood Park Concept Plan



# SPACE 134. ANIMATED - "NEIGHBORHOOD PARK"

## SECTION C - JACKSON STREET TO GENEVA STREET



Illustrative Section - Jackson Street to Geneva Street

Between Jackson Street and Geneva Street the character of the park morphs to reflect the residential adjacencies. Space 134 here is softer in design, more landscaped, with more passive recreation opportunities and a smaller scale of spaces.

At Jackson Street a bike-share facility along the street edge and the Space 134 signage pylon announce the park, describing the uses within. The main east-west spine is the green loop multi-use trail, with a two-way bike path and a decomposed granite walking and running path next to it, separated by a low landscaping strip. Occasionally along the path there are fitness stations and bench nooks for resting or working out. Bike racks are along this path at key nodes, allowing people to park and enter the park. The running bench element is carried along the green loop pathway, manifesting as a continuous bench, tables, even a slide or interactive play element for children. East-west across Jackson Street and Geneva Street, new continental crosswalks and flashing warning lights facilitate the movement of people along the multi-purpose trail.

This section of the park has volleyball courts and basketball courts, along with bocce courts with viewing areas and team meeting areas. Interspersed with these active recreational uses are passive open spaces/greens for picnics, barbecues, and small community or neighbor events. A tot lot or playground area near Isabel Street or Howard Street is cited for easy community access.

Critical to this segment of the park are new north-south connections at the existing cul-de-sac streets of Isabel Street and Howard Street. These new pedestrian pathways connect down to the multi-purpose green loop trail.

At Geneva Street, a critical safe-routes-to-school connection, a tot lot or playground on the east side of the street (not shown in section) provide a place to stop and play for families and children traveling along the street. Geneva Street which is a bike enhanced street in the City's Bicycle Transportation Plan, contains another bike share facility and bike racks along the park edge. Public restrooms near the basketball courts and street edge serve the park west and east of Geneva Street.

Pollution-screening trees are drawn into the main green space area and wind-turbines help to tell the "healthy Glendale" story. Bioswales pick their way along the main pathway spine. Public art stopping points and interactive stations dot the park along the main pathway and showcase Glendale creativity, telling the "animated Glendale" story.



Location Map



# SPACE 134. ANIMATED - "NEIGHBORHOOD PARK"

Central to the Neighborhood Park, is the multi-purpose walking, jogging, and biking green loop, pictured below, right. This neighborhood scaled space will have high-quality design. Park elements should be chosen to demonstrate a strong Space 134 brand through color and material such as those depicted right and below. Notice how the color red becomes a branding element for the space and pathway hierarchies are defined by variations in ground plane materials.



Picnic Table



Pre-Cast Concrete Seat Walls



Poly-carbonate Bench



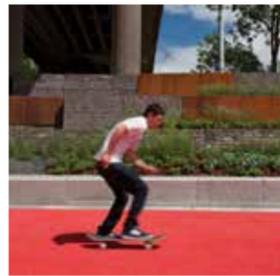
Poly-carbonate Bench



Parc Centre Chair and Ottoman



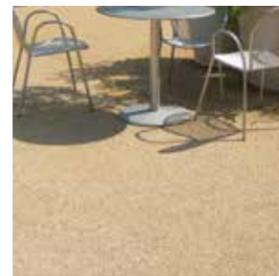
Rubberized Surface: Primary Circulation Pedestrian and Bike



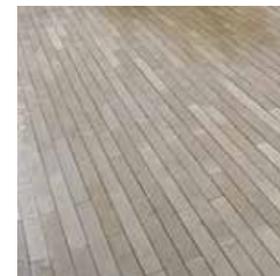
Pathways may be Separated by Curb or Marking



Concrete: Primary and Secondary Pedestrian Walkways



Decomposed Granite: Used at Tertiary Pathways



Concrete Pavers: Used at Plazas and Entrances



Concrete Pavers: Used at Plazas and Entrances



Cobble Pavers: Used at Secondary Entrances



Branded tree grates. Tell the Glendale story.



Frequent places to sit and gather



The Neighborhood Park and Green Loop Trail



# SPACE 134. ANIMATED - “VILLAGE CENTER”

The eastern node of Space 134 is visualized as a new village center. It is organized around a new civic park with a cafe, great lawn, and places to walk and people watch. New residential development faces the park and is designed as podium courtyard buildings. In essence this vehicular-oriented place is turned into a more livable and people-friendly space.

New streets carve out blocks with walkable lengths, while also leaving room for structured parking within the blocks, which is wrapped by active uses on the ground floors. Along Glendale Avenue the buildings would be more commercial and mixed-use, rather than single-use and auto oriented.

Where the existing shopping center is located, a new retail street is configured, with parking tucked behind and wide sidewalks for strolling. The new street that wraps around the civic park is a “shared-street” that is to say that the sidewalk and street are at the same level and may be separated by bollards or other vertical controls (see image, lower right for an example shared street). The paving material for the sidewalk and the street is the same, further reinforcing the idea that the street should be shared between vehicles, pedestrians, bicyclists, and the like. The new civic park can also serve as the eastern hub for bike share or a city bike station.

The Glendale Avenue overpass has iconic public art on the side that is visible from the freeway.



A new Civic Park



Playroom: Kid's Play



Shared Street



Residential Mixed Use Buildings (3 to 4 Stories)



Pavillion Cafe in park



Woonerf



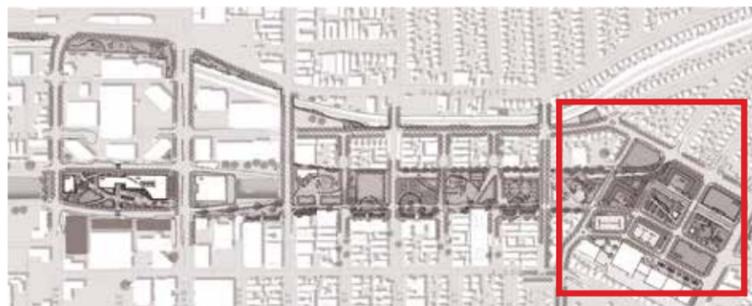
Office Mixed Use (3 to 4 Stories)



# SPACE 134. ANIMATED - "VILLAGE CENTER"

- 1 New Village Center
- 2 Civic Park
- 3 Focal Point: Pavilion Cafe
- 4 Retail or Mixed Use
- 5 Residential
- 6 Consolidated Parking
- 7 Shopper's Plaza
- 8 Enhanced Sidewalk and Gateway Art Feature
- 9 Focal Point: Community Pavilion Cafe
- 10 "Play" Station: Tot Lot
- 11 Innovation Station: Cell Phone Booth
- 12 Open Lawn
- 13 New Pedestrian / Bike Connection
- 14 Relocated On-Ramp
- 15 Shared streetspace
- [ - ] Development Potential
- Bike Station / Amenity

*NOTE: This iteration shows removal of the east-bound and westbound off ramps and relocation of the eastbound on ramp.*



Location Key



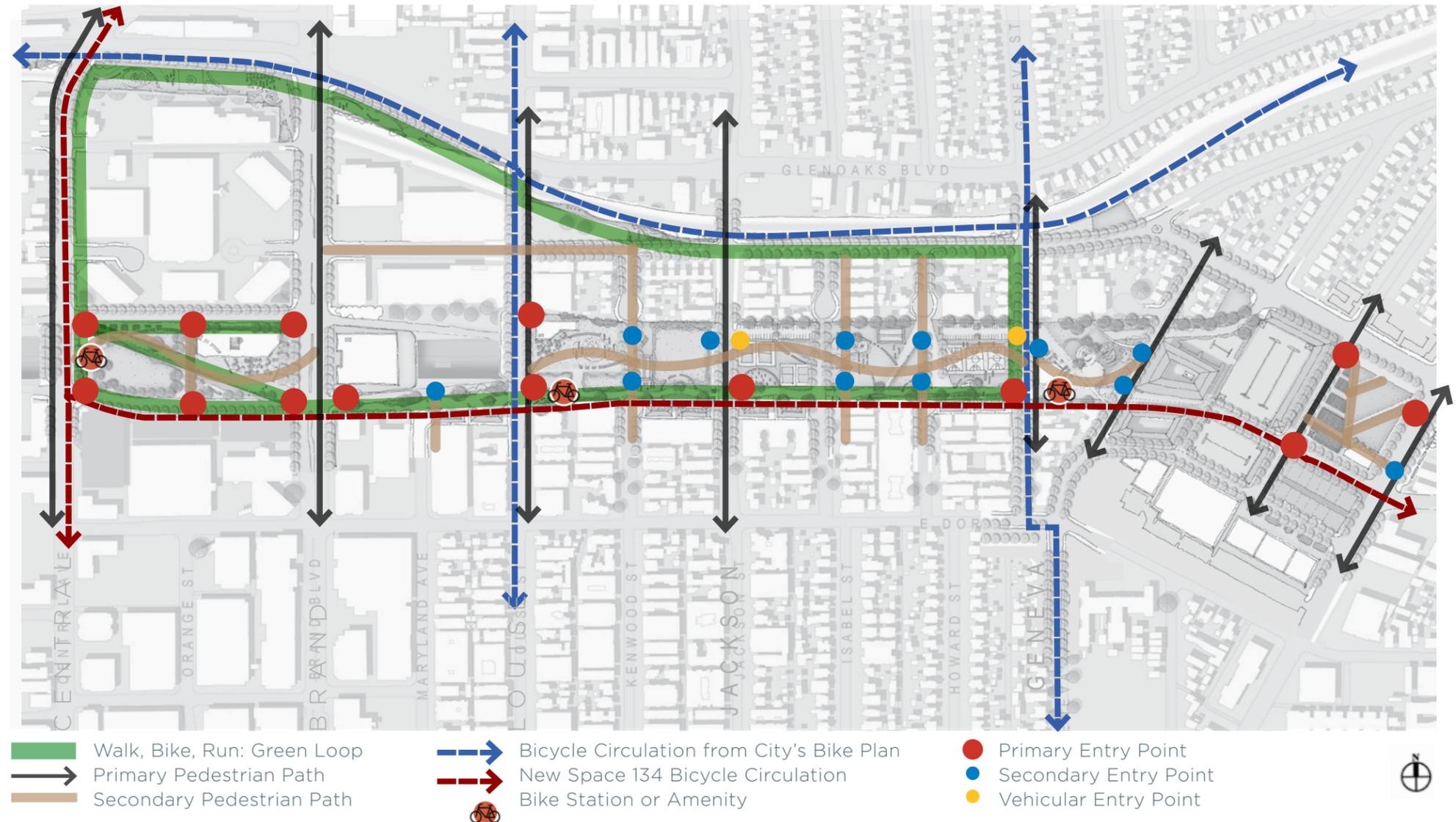
"Downtown East" Concept Plan

# SPACE 134 CIRCULATION

A critical goal of the planning process is to improve circulation and assure that Space 134 contributes to an enhanced mobility network, rather than detracting from it. As envisioned Space 134 provides a thoroughly enhanced network of pathways for pedestrians traveling north-south and east-west along the corridor. The pathways have been organized to respond to the community and have been delineated into primary and secondary pathways, which will be differentiated by scale, pavement material, programming, signage variations, etc.

Beyond providing these pathways, Space 134 will also introduce wayfinding, both passive and active, which assists people walking, by directing them to key destinations in the Downtown area and within the park.

Bicycle access is accommodated via a new west-east connection along the south side of the cap along the multi-purpose pathway spine, as a two-way bike path. The park also links in to the City's proposed bike lane and sharrow network and includes recommendations for bike stations and bike share kiosks along these bikeways.



Bike Parking, Bike Station, & Bike Share: Space 134 will be equipped for multiple types of facilities

# FRONTAGE ROAD ALTERNATIVE

As discussed previously, the development of an extended Sanchez Drive along the south side of the Freeway is a part of the Downtown Mobility Study (DMS) strategy to mitigate undesirable automotive congestion in the residential neighborhoods to the east of Brand Boulevard. Options for creation of pair of frontage roads (Sanchez Drive on the south and Monterey Road/Goode Avenue on the north) were suggested in the DMS. One option was for the pair of frontage roads to be one-way pairs. The second option was to implement the frontage roads as two-way streets.

The Space 134 project further analyzes the opportunity for a frontage road from the point of view of enhancing the Space 134 open space amenity rather than primarily facilitating traffic flow to and from, the Freeway. In this viewpoint, the frontage roads are important not only as a mitigation for Freeway effects on the neighborhood circulation, but also as a security measure for the open space as it provides “eyes” on the street for the public areas contemplated in the new park.

In the Space 134 context, the one-way frontage road streets option is not recommended, as conceived in the DMS as a pair: Monterey Road/Goode Avenue on the north and Sanchez Drive on the south. One-way streets are usually associated with higher vehicle speeds, which would be incompatible with encouraging pedestrian access between the residential neighborhood and the public spaces in the park. Also, it appears from research and review during this effort that the implementation of Monterey Road/Goode Avenue as a route would face many obstacles, especially in the need to obtain new right-of-way for the street. The recommended frontage road alternative focuses on Sanchez Drive, instead, as a two-way neighborhood-and park-oriented complete street.

The new Sanchez Drive frontage road is contemplated as a “collector” street to enhance community circulation on the south side of the Freeway and a “complete” street serving a multitude of users including vehicles, bicyclists, pedestrians and providing additional parking for local residential uses. The vision is to design the street so that service circulation in an orderly manner utilizing a “road diet” to “calm” the automobile traffic along this route which potentially connects the Downtown to the next Freeway access point to the east, Glendale Avenue.

The section, right, shows the recommended layout for the new Sanchez Drive and the plan below, right shows the design of the street in relation to the park. Key features include sidewalks, on-street parking, bicycle lanes and one vehicle lane for each side of the roadway. The total required right of way for this new collector street would be 80 feet from property line to property line including 15 foot sidewalks and a 50-foot roadway.

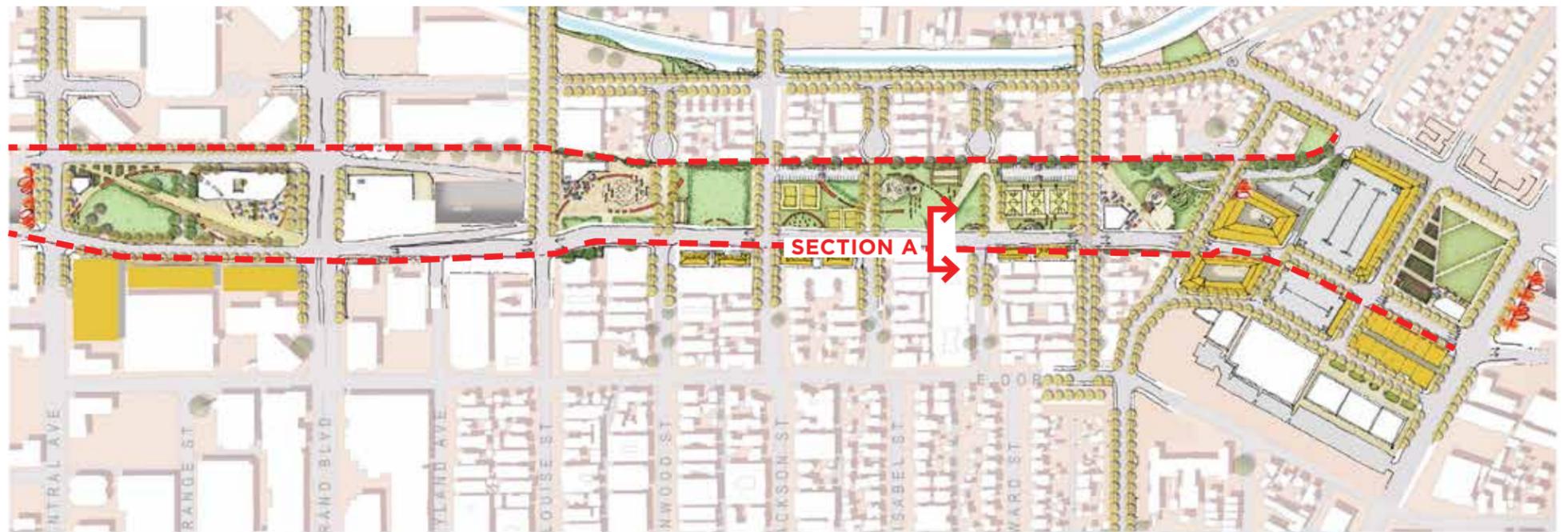
At Brand Boulevard, the western end, the proposed frontage road would be constrained by the configuration of the Freeway eastbound on-ramp. The roadway would be a one way street for cars between Brand and Louise Street. At the eastern end of the frontage road, the development of the connection to Glendale

Avenue would depend upon potential redevelopment of the existing shopping center and relocation of the Freeway east bound ramps. Further study of this concept is required.

Civil infrastructure improvements associated with the proposed frontage road require new utilities, and street improvements including; sidewalks, crosswalks, striping, and curb/gutters.



## PROPOSED STREET SECTION A, SANCHEZ DRIVE



Road Frontage Option



# STRUCTURAL CONSIDERATIONS- CAP STRATEGIES

The long-term vision for Space 134 would be realized structurally with a bridge cap likely consisting of a two-span arrangement with the intermediate support located in the existing Freeway median (see elevation, right). These capping structures would need to support significant superimposed dead loads from the various park appurtenances and landscaping while not restricting the vertical clearance for the Freeway underneath.

One recommended method for bridge cap construction is presented to the right both as a general loading alternative and an alternative that could accommodate heavier loads, i.e. buildings. For this bridge type, post-tensioned concrete girders would serve as the primary longitudinal members, with a cast-in-place concrete bottom slab spanning between girders.

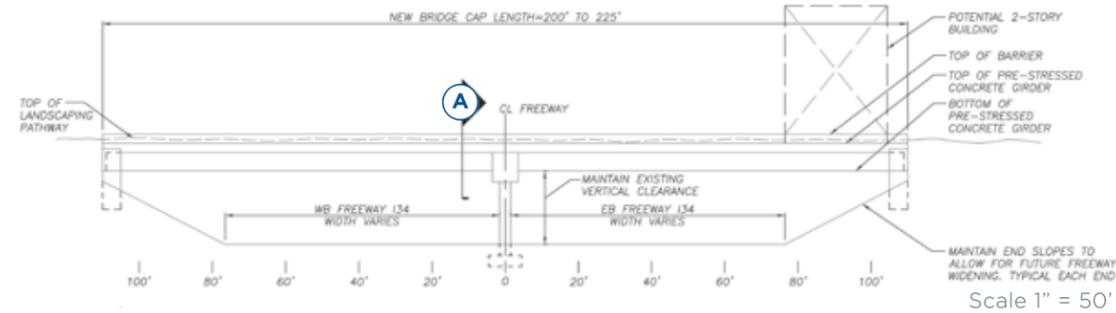
In order to minimize the required structure depth, size of members, and amount of post-tensioning, the design should seek out creative methods for minimizing the structure's self-weight. Particularly effective methods include:

1. Use voided deck slabs: Portions of the concrete deck slab would be replaced with lighter materials such as rigid foam or air.
2. Replace unnecessary portions of landscaping soil with lighter weight materials: Any excess soil depth could be replaced with foam or similar light-weight material.
3. Use lighter-weight concrete in lieu of normal weight concrete.
4. Use light-weight landscaping soils.
5. Coordinate bridge design with future heavier park loads, such as for light-framed buildings, to avoid unnecessarily conservative design loads.
6. Use post-tensioning and high strength concrete to reduce the size of concrete sections.

The depth of the girders will need to strike a balance among several factors such as: minimum cover requirements for the landscaping, vertical clearance restrictions with the Freeway below, as well as the requisite structural demands.

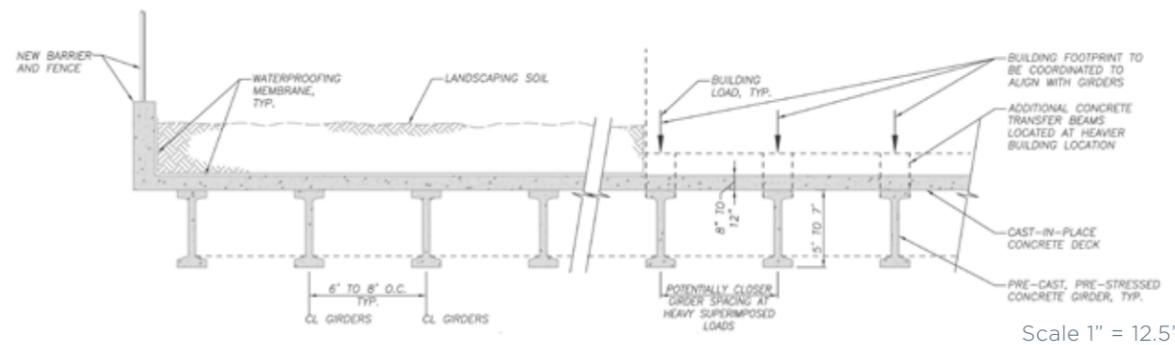
Tightening the girder spacings and installing more post-tensioning are two methods for increasing the capacity of the girders without affecting their depth. However, there are structural limits beyond which the girder depths typically should not exceed. For a typical pedestrian bridge, the minimum span-to-(superstructure)depth ratio is limited to about 30. It should be expected that actual span-to-depth for these capped bridges will be lower (i.e. the superstructure will be deeper) due to the heavier than normal superimposed dead loads.

**ELEVATION 1 - NEW BRIDGE CAP FOR HEAVIER LOADS**

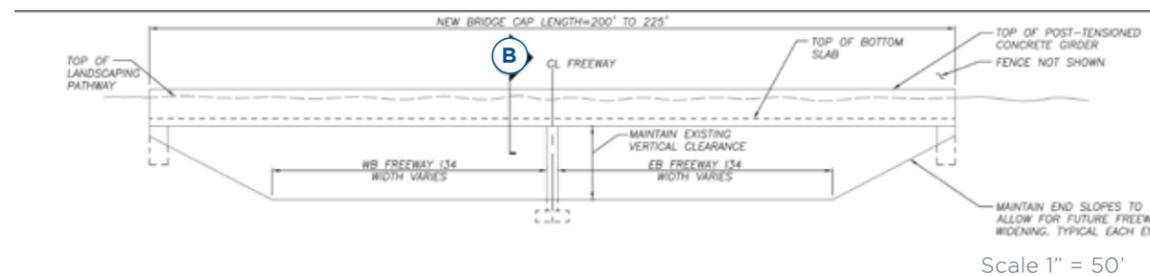


Location Key

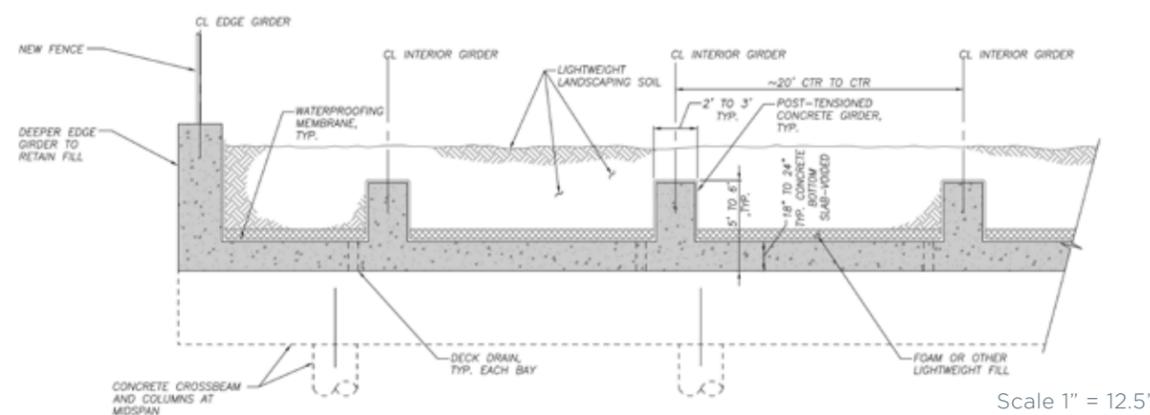
**A PARTIAL SECTION - NEW BRIDGE CAP FOR HEAVIER LOADS**



**ELEVATION 2 - NEW BRIDGE CAP GENERAL LOADING**



**B PARTIAL SECTION - NEW BRIDGE CAP GENERAL LOADING**



# STRUCTURAL CONSIDERATIONS- BRIDGE WIDENING

## BRIDGE CAP FOR HEAVIER LOADS

It may be desirable to construct heavier steel or concrete-framed buildings on the capped structures at some locations. The key actions to for accommodating these heavier loads include most efficiently are described below. (A section view of this type of heavier loaded cap structure is provided on the previous page).

1. Coordinate bridge girder layout to closely align with building point loads: This will help to minimize or avoid unnecessarily conservative design loads.
2. Provide additional transfer beams above and within the deck to transfer building loads to primary bridge members.
3. Limit heavier building loads to specific portions of the bridge cap best able to support the loads: For example, keep heavy loads nearer to the bent supports).

## OTHER CONSIDERATIONS

The bridge cap structure will also need to effectively resist corrosion due to being in relatively constant contact with moist soils. Furthermore, it will be very difficult to inspect and monitor the condition of the obscured portions of the cap after the soil has been placed, so protection systems need to be highly reliable.

A sampling of key techniques for improving the bridge's corrosion resistance includes the following:

1. Install waterproofing membrane over all surfaces that will be in contact with the soil.
2. Use concrete rather than structural steel.
3. Provide well-designed and easily-maintained landscape drainage systems.
4. Use post-tensioning to reduce concrete cracking.
5. Use effective post-tension duct grouting methods to protect steel strands.
6. Provide additional clear cover to deck and girder reinforcing steel.
7. Apply additional corrosion-resistant coatings or cathodic protection to reinforcing steel.
8. Limit chloride use throughout the cap park area.

The near-term 5-year vision plan, includes plans for a widened pedestrian realm along the existing Jackson Street, Central Avenue, Brand Boulevard, Louise Street, and Geneva Avenue bridges to improve pedestrian and bicycle access. These existing vehicular bridges are each two-span structures with an intermediate bent located in the center median of the Freeway. Generally, the bridges consist of reinforced concrete girders supporting a cast-in-place concrete roadway deck along with sidewalks. The substructures typically consist of an intermediate bent with reinforced concrete crossbeam and columns. Each bridge is approximately 200ft – 225 ft long. There are several feasible, structural options for widening these existing bridges. The most viable options include:

- Cantilevering a new light-weight structure off of the existing bridge, or;
- Constructing a new superstructure and substructure independently supported.

A summary of key elements, along with advantages and disadvantages of each approach is provided below. Note that the bridge widening concepts assume that storm drainage for the added surface area will be collected and piped under the structure, via a hanger system, to existing storm drain lines beyond the bridge abutments for further conveyance.

## CANTILEVERING OFF OF EXISTING BRIDGE WITHOUT ADDED GIRDERS OR SUBSTRUCTURE

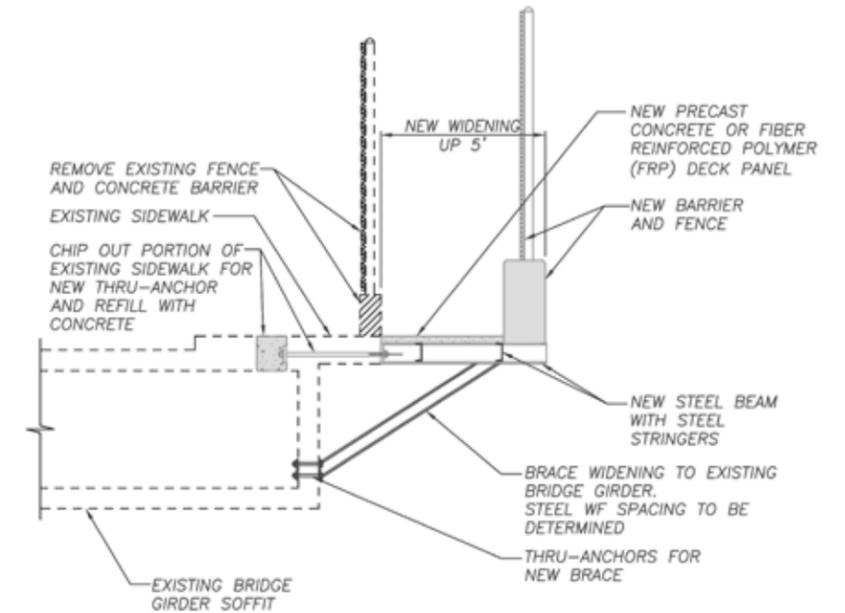
For this approach (see typical section drawing, above right), new width is added to the existing bridge by connecting a new cantilevered deck and barrier / fencing along the outside edge of the existing structure. This approach is appropriate for a more narrow widening of the bridge. The key issues associated with cantilevering off of the existing structure include:

**KEY ISSUE #1:** This approach should be less costly to construct than other options. Assuming limited upgrades are required to the existing structure, this approach should be less expensive and disruptive to construct than constructing a completely new and independent structure.

**KEY ISSUE #2:** This approach could be constructed with minimal impact to traffic. The widening work could primarily be completed from deck level, with limited temporary impacts to Freeway traffic. Work on the deck could also be staged so that at least one existing sidewalk remains open throughout construction. Similarly, vehicular traffic across the bridge could likely be maintained during the work. The result would be lower temporary traffic control costs and fewer impacts to motorist and pedestrian mobility.

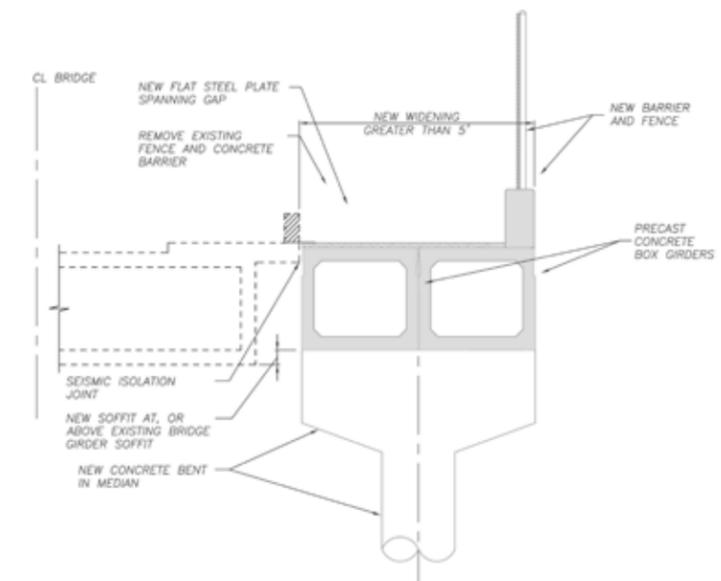
**KEY ISSUE #3:** This approach imparts new and additional loads to the existing bridge. Additional analyses would be required during the design phase for the widening to determine if the existing structure would need to be strengthened. The scope of these modifications could be relatively small such as strengthening local portions of the deck or girders, or the modifications could be larger in scale such as for strengthening the substructure or foundations. An effective strategy for mitigating these impacts and avoiding substantial modifications to the existing structure would be to use light-weight materials such as steel and fiber reinforced

## “NARROW” WIDENING OF EXISTING BRIDGE



Cantilevering off of existing bridge without added girders or substructure

## “WIDE” WIDENING OF EXISTING BRIDGE



# STRUCTURAL CONSIDERATIONS- RETAINING WALLS

polymer (FRP) and employ efficient framing systems for the new widenings. Furthermore, the total width of the potential widening may be restricted by the existing structure's residual capacity.

**KEY ISSUE #4:** This approach would require approval by Caltrans. Many transportation agencies are obligated to upgrade existing facilities to meet current seismic design codes if significant modifications are planned. It would be important to understand Caltrans's position on this issue during preliminary widening design so that the required level of technical analysis and stakeholder responsibilities are well-defined and understood. Seismic retrofits for bridges can be complex and costly. This add-on type widening would also likely impact the bridge's aesthetics and long-term inspection and maintenance needs. Caltrans would need to be consulted and their approval gained.

## CONSTRUCTING ADDITIONAL SUBSTRUCTURE AND SUPERSTRUCTURE

For this approach, the widening would be supported with a new substructure and foundation and be seismically isolated from the existing bridge. See the previous page for a sketch of this option.

**KEY ISSUE #1:** This approach should not impart additional loads to the existing bridge. By isolating the new widening structure from the existing, it should be possible to avoid having to upgrade or strengthen the existing bridge.

**KEY ISSUE #2:** This approach could accommodate more widening width and heavier loadings. The new structure could be designed to support more widening and higher live loads than the cantilever option. This approach may integrate better with the long-term vision of capping the entire Freeway since it could be designed to accommodate those potential heavier future loads and therefore would not restrict future uses and access as much as the cantilever option.

**KEY ISSUE #3:** This approach should facilitate approvals by Caltrans. Since direct impacts to the existing bridge would be minimal, this should be a "cleaner" approach than building off of the existing bridge and improve the odds of receiving Caltrans approval. Likewise, the aesthetics for the new widening structure could be better matched up to those of the existing bridges. This should help with local buy-in as well as help with gaining Caltrans approvals.

**KEY ISSUE #4:** This approach would likely have significant impacts to Freeway traffic and cost more to construct. This approach would require significant work in the center Freeway median to construct the intermediate pier. This could result in lane closures or lane shifts lasting several weeks.

Also, setting new girders or installing falsework could negatively affect Freeway mobility. Overall costs to construct this type of widening would likely be between \$400 and \$500 per square foot of widening.

In the near-term vision concept, new retaining walls are being considered along the outside of the Freeway as a means to regain more usable space along the frontage roads. Currently, this space consists of steep cut slopes and shorter walls, neither of which can support build-out up to frontage road level without significant modifications. An important consideration with building any new retaining walls along an existing Freeway right-of-way would be ensuring that future Freeway widening or ramp modifications would not be impeded. Transportation agencies are frequently reluctant to allow permanent restrictions on their facilities due to the uncertainty of how these installations might "box them in" later on. Therefore, establishing acceptable setbacks from the Freeway for the walls would be a key step. All potential retaining wall design options would need to consider accommodations for future Freeway cap structures. This may include designing for future bridge load allowances or ensuring the walls can accommodate a range of potential future bridge foundations.

Two structurally feasible options for constructing walls between the Freeway and frontage roads are presented to the right and described in more detail below. Option 1 is believed to be the more cost-effective alternative.

## WALL OPTION #1

Option 1 consists of a mechanically stabilized earth (MSE) wall with pre-cast concrete facing panels. This is a conventional and effective wall type widely-used to support roadway fills.

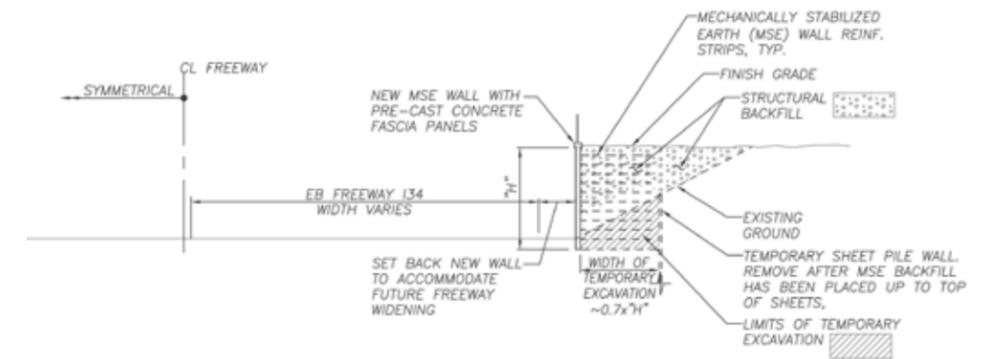
The general steps to construct this type wall would include:

1. Drive temporary sheet piles behind the planned wall location. The line of sheets would be located behind the planned permanent wall a distance approximately 0.8 x the wall height to allow for the subsequent installation of soil reinforcing.
2. Excavate the existing toe of the slope from in front of the sheets.
3. Construct the lower portion of the MSE wall including soil reinforcing strips, backfill, and pre-cast facing panels.
4. Continue building up the MSE wall and backfilling to a level even with the top of the sheet piles.
5. Extract the temporary sheets.
6. Continue constructing the wall and backfill up to the frontage road elevation.
7. Construct roadway pavements or landscaping on the fill, as required.

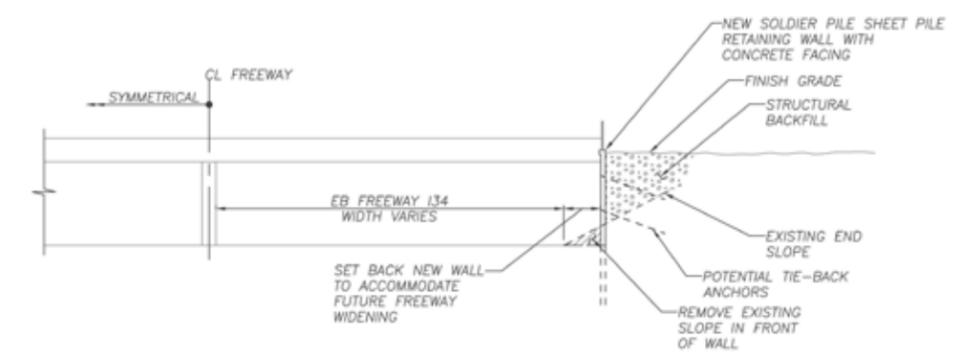
## WALL OPTION #2

Option 2 consists of a tied-back, steel soldier pile wall with a cast-in-place concrete facing. These walls are typically more expensive to construct than MSE walls and do not offer significant advantages. The wedge-shaped backfill between the existing slope and the back of the walls, as well as the staged installation of the permanent tie-back anchors may be challenging to construct. This option is likely more expensive than Option 1 with MSE walls.

## WALL OPTION #1 MECHANICALLY STABILIZED EARTH (MSE) WALL



## WALL OPTION #2 SOLDIER PILE/SHEET PILE WITH C.I.P. CONCRETE FACING



# OTHER STRUCTURAL CONSIDERATIONS

## ICONIC PEDESTRIAN BRIDGES

An iconic pedestrian bridge approximately 300 ft-long x 16 ft-wide is planned for crossing the Freeway near Balboa Avenue. Likewise the existing pedestrian bridge at Columbus Avenue could be replaced or enhanced. Unique, iconic bridges frequently use less common structural systems to convey specific themes or architectural characteristics. Examples of bridges that are typically not cost competitive with standard girder-type bridges but are usually grouped into the iconic or special category include: arches, cable-stayed, suspension, or special trusses. The form of the bridge is often driven by a bridge architect and the desires of the owner or key stakeholders. Site conditions also help to dictate what bridge form is sensible to use. For example, suspension and pure arch bridges are more efficient when sound rock is close to the surface. Conversely, cable-stayed and special steel trusses are likely more efficient when sound rock is located deeper below ground. Other site criteria such as wind and seismic performance, local availability of materials and skilled labor, construction accessibility, required vertical clearances, and horizontal / vertical alignments all play a key role in considering what types of iconic bridge structures to build and how much they would cost.

Construction costs for a typical, girder-type pedestrian bridge at this location would likely be between \$400 - \$500 per square foot of deck, in today's dollars. An iconic bridge would likely cost considerably more to construct. A possible range of costs would be between \$900 to \$2,000 per square foot of deck and is based on a sampling of other iconic-type pedestrian bridges built around the country over the last decade. The extent of architectural features and the complexity of design would help determine where within this broad range of costs this particular iconic bridge would lie.



*Port of Nagoya Pedestrian Bridge, Japan*



*Helix Bridge, Singapore*



*Zubizuri Bridge, Bilbao, Spain*



*Craigieburn Bypass Trail, Melbourne, Australia*



*Dreamy Draw, Phoenix, AZ*



*La Roche-sur-Yon, France*



**LOOKING FORWARD**



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# WEIGHING THE BENEFITS AND COSTS

In the long-run the benefits of this amenity for the City of Glendale will likely outweigh the costs. The benefits of such a project include first and foremost a livable city. This means a better quality of life for residents, which in turn helps to attract new development and investment and increase property tax revenue. The project would relink the city north to south and provide recreational amenities in one of the most under-served neighborhoods in the city. There are no major park facilities within 1/2 mile of the study area. The park could also help improve air quality through filtration of particulate matter from the freeway, filtration of stormwater runoff, and lowering of temperatures.

## NEW DEVELOPMENT

Space 134 would likely create a demand for new development and redevelopment around its edges. As described by the Urban Land Institute (ULI), regarding their 2010 Urban Open Space Award Winner, Campus Martius Park in Detroit Michigan, the areas around the park have become the most active space downtown and over \$700 million of new development has occurred within a two-block radius of the park. Park 101, a cap project proposed in Downtown Los Angeles, expects that construction of the park will attract 600-800 new residential units, with \$490 million to the area.

## PROPERTY VALUES

Introduction of new park space in central city environments has been shown to increase rental and property values. According to the Downtown Los Angeles Park 101 Feasibility Report, there is a premium of 10%-40% for commercial rent in park adjacent buildings. Several examples of the impact of new park space on rental and property values are included in this study. For example, 2 years after Bryant Park in New York City opened, leasing activity on the adjacent street increased by 60% in the first 8 months and in the 10 years after park opened, rents for nearby commercial space around the park increased 115% to 315 %, while surrounding markets saw a much smaller increase (41% to 73% in similar commercial properties).

Similar adjacency to Millennium Park in Chicago created a 33% increase in overall residential property value. This price premium was also noted in: Philadelphia, PA where city wide residential units with park proximity are 5% higher than others; Boulder, CO where the value of properties adjacent to a greenbelt are 32% higher than those located 3,200 feet away; and Austin, TX, where premiums for properties adjacent to a greenbelt and wilderness park there range from 6% to 20%.

Director of the New York City Department of City Planning and Chair of the City Planning Commission, Amanda Burden reported that after the High Line was constructed, the price of apartments adjacent to the park has doubled (New York Times, 6/6/11). "The Benefits of Parks" by the Trust for Public Land noted that in Boulder, Colorado the addition of a new greenbelt added \$5.4 million to the total property values of the neighborhood and generated \$500,000 per year in additional potential property taxes, enough to cover the \$1.5 million purchase price of the greenbelt in only three years.

## RETAIL SALES AND NEW JOBS

Space 134 would likely positively impact retail sales and jobs in the area. NYDOT's "Measuring the Streets", a helpful summary of the impact of street improvements and urban design interventions throughout New York, described how the borough of Brooklyn saw a 172% increase in retail sales (compared to 18% borough-wide) at locally-based businesses after a pedestrian plaza was installed there. The same report indicated that there was a 14% increase in sales at fronting businesses after a pedestrian seating area was installed in Manhattan. Both of these examples point to the power that cities have when converting under-utilized space into "people space" to bring economic benefits to their communities.

Space 134 would likely bring new jobs, both directly and indirectly to Glendale, including new permanent jobs. It will also likely attract tourists and visitors and bring increased earnings for hotels. Reports the ULI, regarding its 2011 Amanda Burden Open Space Award winner, Citygarden in St Louis, "Hotel bookings are 18% ahead of the ten-year average, and local shops and ground-floor retail establishments have benefitted from the increased foot traffic that Citygarden is producing." Chicago's Millennium Park sees 3 million visitors a year resulting in \$1.9 - 2.6 billion in visitor spending over 10 years (Park 101 District Freeway Cap Feasibility Study)

## COSTS

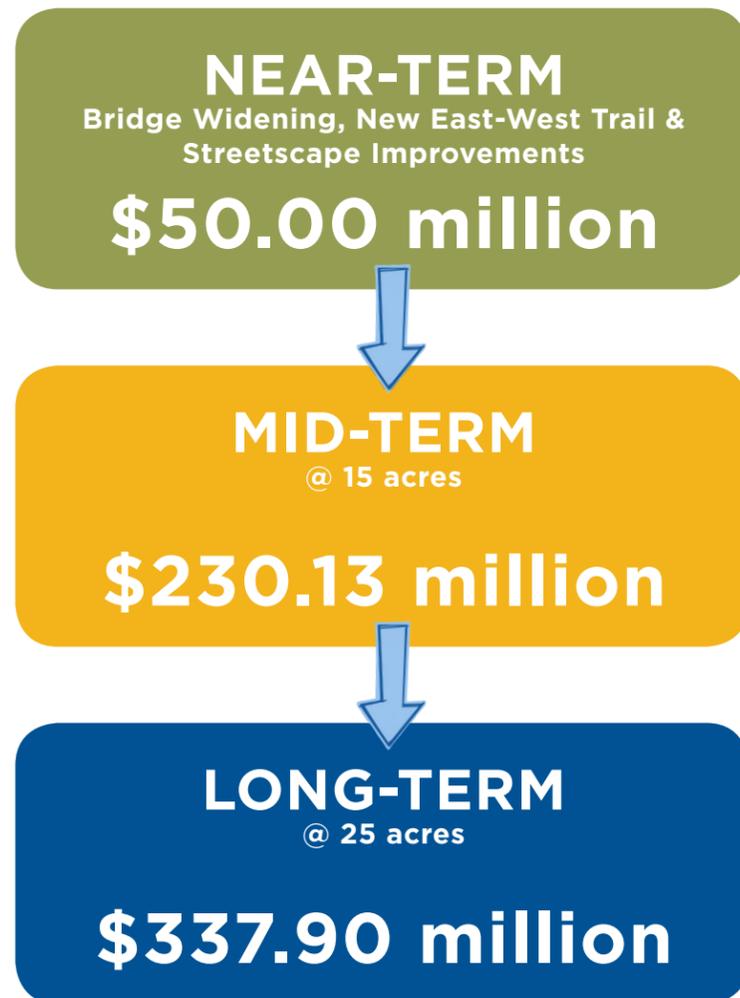
Initial costs outlays are high and include planning, design, environmental review, coordination, acquisitions, land lease, and construction. While ongoing costs include operations, programming, and maintenance. As a point of reference, Millennium Park spends about \$13 million per year on operations. (Park 101 District Freeway Cap Feasibility Study)

Dollar costs estimates for construction for Space 134 are summarized on the following page, along with a matrix presenting comparison costs for our sister cap park projects already constructed or in the planning stage both locally and nationally as points of comparison.

# HOW MUCH WILL IT COST?

The Appendix to this report presents detail on an order-of-magnitude cost analysis for the Space 134 cap park, arranged into the three cumulative phases: near-, mid-, and long-term, as per the design vision. Costs are based on 2013 values and are provided in today's dollars. The estimate is not reflective of detailed civil, topographical, and other engineering information, nor of refined urban design, landscape architecture, traffic studies or design drawings. It rather represents a best-estimate based on concept plans, team drawings, and real-world comparisons. The bridge widening estimate does not include full seismic upgrade or other code upgrades which may be required by Caltrans. Per acre costs are included for each cap park segment, along with grand totals by phase. A separate contingency amount has not been included in the estimate at this time. These estimates will be refined upon future economic and feasibility study. To the right are comparable costs for several of the cap parks that were mentioned in Chapter 1.

With the limitations stipulated above, the hard costs for each of the three phases for Space 134 are estimated at:




**Freeway Park, Seattle, WA**  
\$2.7 million / acre (1970s)  
\$14 million, 5.2 acres



**Hollywood Central Park, Los Angeles, CA**  
\$22 million/acre  
\$950 million, 44 acres



**Margaret T Hance Park, Phoenix, AZ**  
\$4 million / acre (1990s)  
\$105 million, 29 acres



**South River Walk Park, Trenton, NJ**  
\$23 million / acre (2004)  
\$150 million, 6.5 acres



**Olympic Sculpture Park, Seattle, WA**  
\$9.5 million / acre  
(early 2000's. Not all capped)  
\$85 million, 9 acres



**Park 101, Los Angeles, CA:**  
\$24 million / acre  
\$825 million over 25 years/34 acres  
(Includes cap park, land acquisition, streetscape)



**Klyde Warren Park, Dallas, TX**  
\$22 million / acre  
\$110 million, 5 acres



**Downtown Cap Park, Ventura, CA**  
\$57 million / acre  
(including all public facilities, cap, grading, roadways, etc)  
\$330 million, 5.7 acres

The estimated costs for the above projects have been extracted from the Park 101 Feasibility Study, the Hollywood Central Park Feasibility Study, the Ventura Beach and Town Project White Paper and the Urban Freeway Cap Parks Policy Briefing Paper by Clement Lau, USC. See references at the end of this document.

# FUNDING

## GUIDING PRINCIPLES

Best practices and review of similar projects indicate a set of guiding principles when it comes to funding Space 134:

- Build and nurture a relationship between city leaders and the philanthropic community.
- Identify a Steering Committee and/or a “Friends of Space 134” group.
- Identify potential public-private partnerships and naming rights opportunities.
- Clearly identify a lead agency or developer to apply for, administer, monitor, and evaluate grants and funding.

## POTENTIAL FUNDING SOURCES

Funding for Space 134 would likely come from a variety of local, regional, state, and federal sources. Some of these entities also may be appropriate management entities. Identified sources include the following, listed in alphabetical order:

### Local

- Benefit Assessment District
- Business Improvement District (BID)
- Capital Improvement Projects (CIP)
- Community Facilities District (CFD)
- Development Impact Fees. Fees charged on new developments within the Project Area, during the permitting process. These fees need to be set carefully so as to not negatively impact new development.
- Disposition and Development Agreement (DDA)
- Foundation / Private Funds. Private foundation backing from local / regional sources or donations from local individuals / developers. May include naming rights or a “Friends of Space 134” group.
- Infrastructure financing district
- Mello-Roos Community Facilities Districts. Similar to special assessment districts, but may be more flexible. A tax used to pay for public facilities or services.
- Parking Fees and Revenues
- Parking Tax District
- Quimby Act Park Funds. Developers pay into a fund, which supports park and recreational facilities.
- Tax Increment Financing (TIF). Increased assessment on properties within the area to finance aspects of the park.
- Sale / Lease of Air Rights. City would sell the air rights above the freeway deck or immediately adjacent. City would lease spaces in the park to tenants, vendors, developers for building pads / sites.
- Sale of new development parcels
- Special Events. May include conference events in the facility on the cap, rentable events space, farmers markets, etc.

Generates revenue for operations and maintenance.

- Transfer of Development Rights. Transfer development rights (TDR) from one site to another and using the economic benefit from the increased density, to finance portions of the Park. Local TDR examples include: Burbank, Irvine, Pasadena (non-cap related). Typically used to finance capital improvements or land acquisitions, rather than maintenance or operations.
- Glendale’s Urban Art Fund

### Regional / State

- Caltrans Environmental Justice and Transportation Planning Grants
- Carbon Reduction Mitigation Funds
- Measure R funds
- Metro funds
- Prop 1B Funds
- Prop 1C Funds
- Prop 84, Urban Greening Grants
- Public Health funds
- Safe Routes to Schools
- State Transportation Improvement Fund (STIP)
- Transportation Development Act (Bike and Pedestrian Funds)

### Federal

Federal funding is an essential component of these projects. As an example the Margaret T Hance cap park in Phoenix, AZ used 92% FHWA funding for the freeway and deck (100% City funds for the park itself).

- CDBG funds
- Congestion Mitigation Air Quality (CMAQ) Improvement Program
- FHWA assistance program
- HUD Funding
- New Market Tax Credits
- Recreational Trails Program (RTP)
- Surface Transportation Program (STP)
- Sustainable Communities Grants
- Transit Enhancement Funds
- TIGER Grants

# GOVERNANCE

## GUIDING PRINCIPLES

As with lessons-learned from the funding of cap parks, there are important takeaways from how the parks are governed and managed. Guiding principles for governance include:

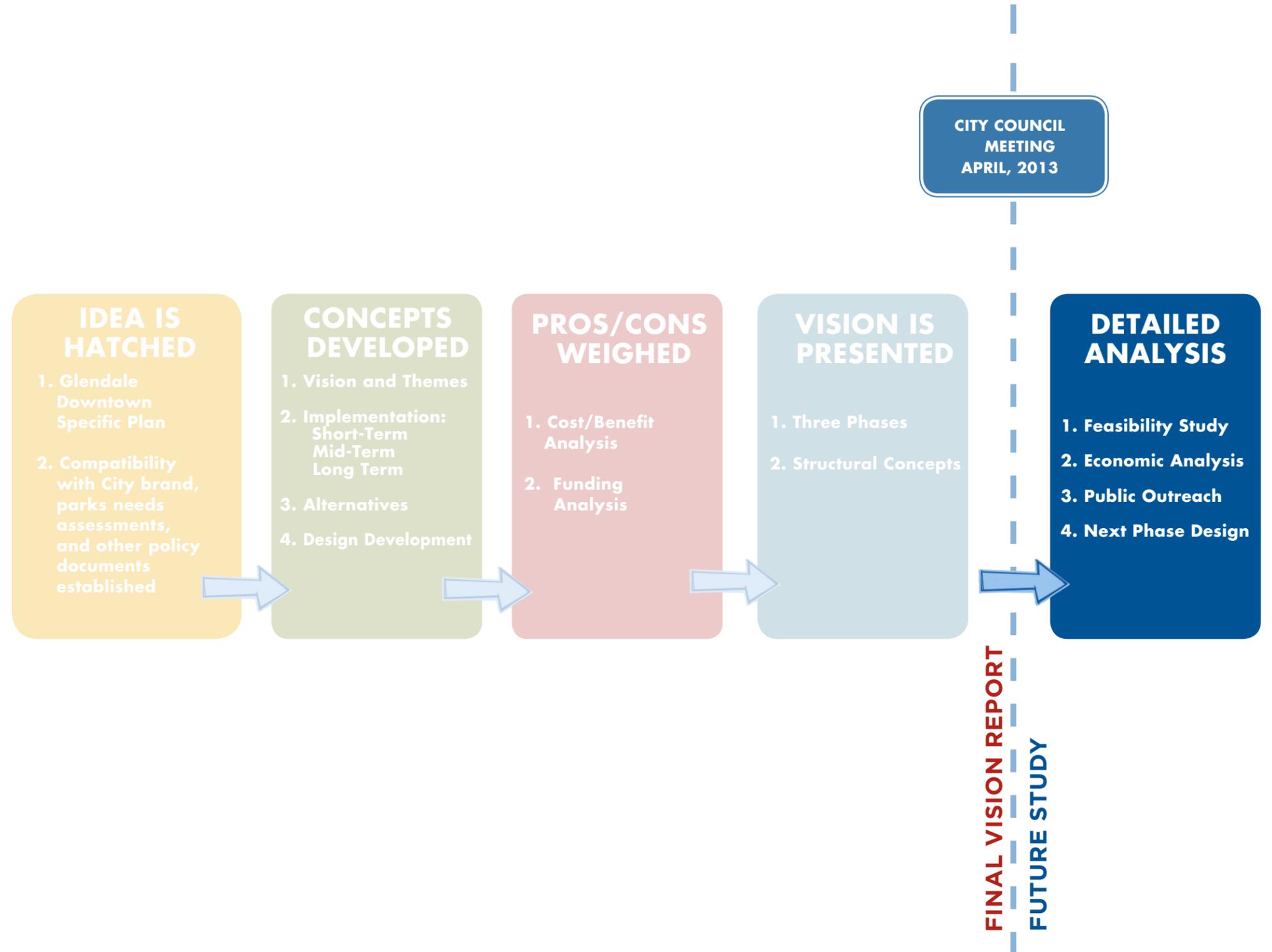
- Cooperation between public and private entities is key.
- Initial fund-raising should include endowments for maintenance.
- Private funds and public funds should be kept distinct from one another to give private donors more control, accountability, and incentive.
- Consider using MOU, MOA, Inter-agency Development Agreement, and/or Joint-Use Maintenance Agreement

## GOVERNANCE MODELS

1. Lead Agency. As with funding management and administration, identify “one leader” to oversee the management of the park. This entity can be a private foundation or a public agency.
2. “Committee as Leader”. This may include a Joint Powers Authority and is a system by which resources are shared.
3. Public-Private Partnership
4. A Hybrid Approach. Using a combination of governance options.

# NEXT STEPS...

More detailed feasibility study and economic analysis will help the city and its residents to more fully understand the pros and cons of constructing Space 134. Economic and feasibility analysis would look in detail at impact to surrounding communities from an economic, environmental, and development standpoint. Additional study would quantify these impacts both at park construction and over time, including the operations and maintenance requirements of the park.



# ADDITIONAL RESOURCES

Resources used during the Space 134 study and the compilation of the final report are listed to the right. Several are useful research documents presenting compelling information specifically about cap parks and urban parks in general.

## BENEFITS OF PARKS AND OPEN/CIVIC SPACE

- “The Benefits of Parks: Why America Needs More City Parks and Open Space” Paul M Sherer. The Trust for Public Land. 2006.
- “The Health Benefits of Parks, how parks help keep Americans and their communities fit and healthy” Erica Gies. The Trust for Public Land. 2006.
- “Preventing Childhood Obesity: The Need to Create Healthy Places - Office of Health Assessment and Epidemiology” County of Los Angeles Public Health. October, 2007.
- “Measuring the Street: New Metrics for 21st Century Streets” New York Department of Transportation. 2012

## CAP PARK CASE STUDIES AND RELATED RESEARCH

- “Creating Sustainable Air Rights Development Over Highway Corridors: Lessons from the Massachusetts Turnpike in Boston” Bonnie E. Campbell. Massachusetts Institute of Technology, Department of Urban Studies and Planning. 2004.
- “Hollywood Freeway Central Park Feasibility Report” EDAW/AECOM. October, 2008.
- “Klyde Warren Park Klyde Warren Park Press Kit”. Dallas, TX.
- List of Structures Built on Top of Freeways. Wikipedia.
- “Park 101 District Feasibility Study” AECOM. August 2012.
- “Park 101 District Governance Analysis White Paper” Iteris, SCAG. May, 2012.
- “Urban Freeway Cap Parks Policy Briefing Paper, Considering the Barriers and Opportunities for More Park Space in Los Angeles” Clement Lau, AICP Candidate, Doctor of Policy, Planning, and Development University of Southern California. 2010.
- “Ventura Beach + Town Project White Paper” Roesling Nakamura Terada Architects, Inc, Kimley Horn and Associates, Inc., Economic Planning Systems, Inc., Van Atta Associates. June 2012.

## SPACE 134 BACKGROUND INFO

### Base Maps

- General Plan Land Use Map
- Glendale Zoning Map

### Land Use/Land Value

- Downtown Specific Plan Projects Map
- Downtown Specific Plan Project Spreadsheet

### Mobility

- 2005 Traffic Counts
- 2009 / 2010 Bike and Pedestrian Count Report
- 2030 Traffic Counts
- Beeline System Map
- City of Glendale Bicycle Transportation Plan. May, 2012.
- Downtown Mobility Study. 2007.
- Downtown Specific Plan. July, 2012.
- Downtown Specific Plan Projects Map.
- Glendale Safe & Healthy Streets Plan. 2011.
- OLDA- Orangeline High Speed Rail
- “Take back the burbs: A Case Study, the Glendale Experiment” Sunset Magazine. June, 2012.

### Other

- Glendale Urban Art Program Guidelines. December, 2010.
- Greener Glendale 2010 Report.
- Greener Glendale Plan - Community Activities. 2012.
- Greener Glendale Plan - Municipal Operations. 2011.
- Comprehensive Design Guidelines- City of Glendale, 2011.
- Glendale, CA BrandAMP Report. July 2011.





# APPENDIX

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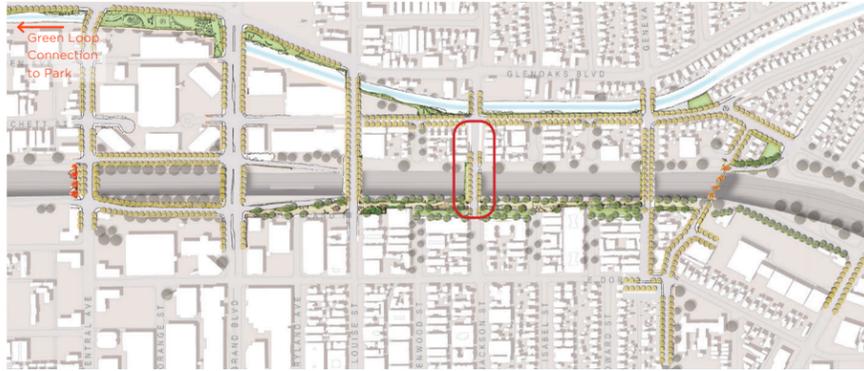
# COST ANALYSIS DETAIL

The following pages describe the near-, mid-, and long-term cost assumptions which the team used to arrive at the totals presented in Chapter 3.

Costs are based on 2013 values and are provided in today's dollars. The estimate is not reflective of detailed civil, topographical, and other engineering information, nor of refined urban design, landscape architecture, traffic studies or design drawings, rather represents a best-estimate based on concept plans, team drawings, and real-world comparisons. Bridge widening estimate does not include full seismic upgrade or other code upgrade which may be required by Caltrans. Per acre costs are included for each cap park segment, along with grand totals by phase. A separate contingency amount has not been included in the estimate at this time. These estimates will be refined upon future economic and feasibility study. To the right are comparable costs for several of the cap parks that were mentioned in Chapter 1.

# NEAR TERM: GREEN LOOP - \$50,003,900

## Project A



Bridge Enhancement A: Streetscaping Only. One (1) Bridge

Line Items	Total
Replacement of existing fence	\$48,000
Installation of iconic art on fence	\$45,000
New special paving	\$72,000
Street trees in planters	\$100,000
Bridge drainage (drains and pipe system)	\$70,000
<b>Subtotal</b>	<b>\$335,000</b>

## Project B



Bridge Enhancement B: Sidewalk Extensions and Streetscaping. Five (5) Bridges

Line Items	Total
Replacement of existing fence	\$48,000
Installation of iconic art on fence	\$45,000
New special paving	\$108,000
Street trees in planters	\$100,000
Landscape between guard rail and walk	\$450,000
Planter wall	\$60,000
Seat Wall	\$105,000
Arcade over sidewalk	\$150,000
Widen bridge 10' each side (20' total)	\$2,700,000
Bridge drainage (drains and pipe system)	\$70,000
<b>Subtotal (1 bridge)</b>	<b>\$3,836,000</b>
<b>Subtotal (5 bridges)</b>	<b>\$19,180,000</b>

## Project C



Bridge Enhancement C: Pedestrian- and Bike-Only Bridges (2)

Line Items	Total
Installation of new pedestrian / bicycle bridge	\$6,000,000
New special paving	\$72,000
Pedestrian lighting	\$66,000
Public art (1.5%)	\$94,500
Landscape at bridge entry	\$108,000
Paving at bridge entry	\$43,200
Directional signage	\$15,000
<b>Subtotal (1 bridge)</b>	<b>\$6,398,700</b>
<b>Subtotal (2 bridges)</b>	<b>\$12,797,400</b>

### Project D



Green Loop A: Street ID and Enhancement

Line Items	Total
Continuous loop line paint	\$90,000
Bike striping / buffer	\$86,250
Identification pole signage	\$105,000
Exercise station	\$50,000
Streetscaping	\$1,020,000
Additional landscape enhancement	\$50,000
Pedestrian lighting - pedestrian level	\$550,000
Informational "health" signage	\$15,000
Bike station	\$15,000
Bike signage	\$30,000
<b>Subtotal</b>	<b>\$2,011,250</b>

### Project E



Green Loop B: Walk / Bike Path, Southern Edge of the 134 Freeway, over Existing Embankment

Line Items	Total
New paving - pedestrian path	\$504,000
New paving - Bike path	\$268,800
Landscape buffer	\$910,000
Pedestrian lighting	\$517,000
Trees	\$61,100
Signage	\$52,500
Exercise station	\$40,000
Seating nodes	\$30,000
Retaining walls along freeway edge	\$8,040,000
Utilities	\$585,000
<b>Subtotal</b>	<b>\$11,008,400</b>

### Project F



Pacific Avenue Tunnel Enhancement (Vehicular and Pedestrian)

Line Items	Total
Public art 1.5%	\$15,000
Pole mounted pedestrian lights	\$66,000
New enhanced paving	\$72,000
Signage	\$15,000
<b>Subtotal</b>	<b>\$168,000</b>

### Project G



Kenilworth Avenue Tunnel Enhancement (Pedestrian- and Bike Only)

Line Items	Total
Special paving	\$62,400
Public art 1.5%	\$1,900
Wall mounted pedestrian lighting	\$25,000
Lighting at entry	\$33,000
Special paving at two entries	\$28,800
Landscape at two entries	\$20,000
Site furnishings	\$10,000
Signage	\$15,000
Construct replacement tunnel	\$1,560,000
<b>Subtotal</b>	<b>\$1,756,100</b>

### Project H



Block-Long Pocket Parks along South Edge of Freeway

Line Items	Total
Special paving	\$171,000
New landscape	\$1,068,750
Trees	\$39,000
Pedestrian lighting	\$165,000
Seating nooks	\$45,000
Tot- Lot (3-5 yr.) with resilient surface	\$60,000
Signage	\$45,000
Paving demolition	\$285,000
Utilities	\$123,000
Cul de sac	\$250,000
<b>Subtotal</b>	<b>\$2,251,750</b>

### Project I



Greening of Vons Parking Lot

Line Items	Total
Vegetative swales	\$216,000
Vegetative swale trees	\$26,000
New planting in parking	\$136,000
Landscape renovation of existing planters in parking	\$20,000
New shade trees in parking	\$22,100
Asphalt concrete and base demolition	\$34,500
Base material for permeable paving	\$20,400
Flush concrete header	\$19,500
Striping	\$1,500
<b>Subtotal</b>	<b>\$496,000</b>

# MID-TERM: THE GROWING PARK - \$230,127,575

## Project A



Cap Park 1: Brand Boulevard to Central Avenue  
4.75 acres  
\$23.4 million per acre

Line Items	Total
Cap structure	\$78,660,000
Planting - on structure	\$3,752,500
Hardscape	\$1,125,750
Lighting	\$275,000
Seat walls	\$300,000
Planter walls	\$187,500
On-site trees	\$75,000
Specimen trees	\$80,000
Street landscape	\$40,950
Pedestrian lighting	\$170,500
Water feature - passive	\$750,000
Water feature - interactive	\$1,000,000
Plaza site furnishings	\$45,000
Civic scale art 2%	\$140,000
Mechanical ventilation	\$3,105,000
Highway lighting under CAP	\$935,000
Crosswalks	\$40,000
Utilities	\$1,021,000
Conference / multi-use facility (2 levels, 94,000SF, shell cost only)	\$17,390,000
Café (9,900SF)	\$2,128,500
<b>Subtotal</b>	<b>\$111,221,700</b>

## Project B



Cap Park 2: Brand Boulevard to Maryland Avenue  
1.91 acres  
\$23.9 million per acre

Line Items	Total
Cap structure	\$31,540,000
Street landscape	\$3,900
Screen landscape	\$25,000
Hardscape	\$498,000
Pedestrian lighting	\$30,000
Amenities (furniture, signage, art)	\$30,000
Crosswalks	\$240,000
Utilities	\$955,000
Multiuse facility/ office (2 story, 59,300SF)	\$9,488,000
Retail (7,000SF)	\$1,120,000
Mechanical ventilation	\$1,245,000
Highway lighting under cap park	\$374,000
<b>Subtotal</b>	<b>\$45,548,900</b>

## Project C



Cap Park 3: Howard Street to Geneva Street  
1.91 acre  
\$18.2 million per acre

Line Items	Total
Cap structure	\$29,050,000
Parking	\$249,000
Pedestrian paving / sports courts	\$498,000
Planting on structure	\$1,867,500
On-site trees	\$27,200
Planter walls	\$200,000
Seating areas	\$15,000
Pedestrian lighting	\$110,000
Sports court equipment	\$30,000
Sports court lighting	\$45,000
Utilities	\$780,000
Restrooms (675SF)	\$84,375
Management office (180 SF)	\$21,600
Mechanical ventilation	\$1,245,000
Highway lighting under cap park	\$374,000
<b>Subtotal</b>	<b>\$34,596,675</b>

### Project D



Cap Park 4: Geneva Street to New Pedestrian- and Bike- Bridge  
 2.02 acres  
 \$19.0 million per acre

Line Items	Total
Cap structure	\$30,800,000
Site landscape	\$2,082,500
Pedestrian paving	\$499,800
Planter walls	\$220,000
Tot-lot playground	\$90,000
Pedestrian lighting	\$302,500
Site furnishings	\$25,000
Fountain -interactive	\$425,000
Utilities	\$780,000
Café (4,700SF)	\$1,010,500
Full service bike station (3,600SF)	\$450,000
Mechanical ventilation	\$1,320,000
Highway lighting under cap park	\$396,000
<b>Subtotal</b>	<b>\$38,401,300</b>

### Project E



Station Plaza for Bus Transit

Line Items	Total
Pedestrian paving	\$24,000
Site furnishings	\$60,000
Bus pullout	\$100,000
<b>Subtotal</b>	<b>\$184,000</b>

### Project F



Interactive Stations

Line Items	Total
Interactive stations (location TBD)	\$125,000
Bike stations	\$50,000
<b>Subtotal</b>	<b>\$175,000</b>

# LONG-TERM: SPACE 134 ANIMATED - \$337,896,915

## Project A



Cap Park 5: Louise Street to Howard Street  
8.17 acres  
\$18.7 million per acre

Line Items	Total
Cap structure	\$124,600,000
Planting on structure	\$10,479,000
Hardscape	\$1,757,040
Pedestrian lighting	\$891,000
Seat walls / built site seating	\$472,500
Planter walls	\$445,000
On-site trees	\$188,000
Specimen trees	\$300,000
Water feature - passive	\$350,000
Water feature - interactive	\$1,000,000
Plaza site furnishings	\$150,000
Civic scale art 1%	\$1,470,000
Utilities	\$1,910,000
Café (6,700SF)	\$1,440,500
Restrooms (675SF)	\$84,375
Full service bike station (3,600SF)	\$450,000
Mechanical ventilation	\$5,340,000
Highway lighting under cap	\$1,595,000
<b>Subtotal</b>	<b>\$152,922,415</b>

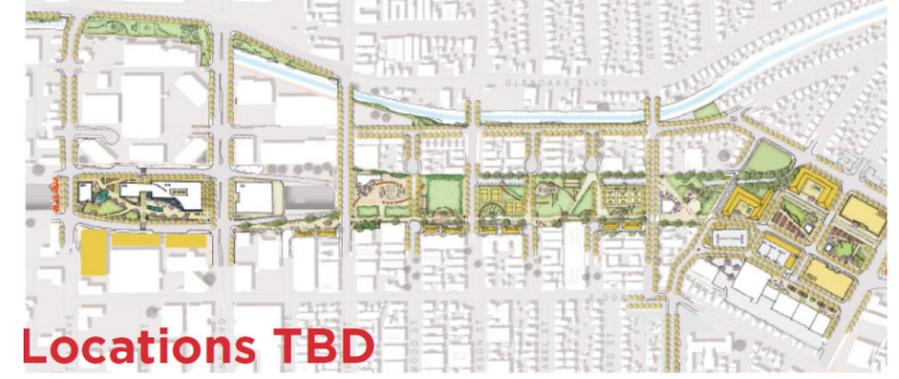
## Project B



Cap Park 6: Glendale East (New Village Center, Includes Main Development Sites over the Freeway)  
6.89 acres  
\$26.8 million per acre

Line Items	Total
Cap structure	\$105,000,000
On-site landscape	\$3,600,000
Hardscape	\$864,000
Enhanced roadway paving	\$720,000
Pedestrian lighting	\$440,000
Seat walls / built site seating	\$245,000
Planter walls	\$375,000
On-site trees	\$64,000
Specimen trees	\$80,000
Water feature - passive	\$350,000
Plaza Site furnishings	\$50,000
Civic Scale Art 1%	\$1,220,000
Enhanced Crosswalks	\$10,000
Cafés (two in park) (3,600SF)	\$774,000
Full service bike station (3,600SF)	\$450,000
Utilities	\$2,700,000
Roadway	\$4,500,000
Mechanical ventilation	\$2,010,000
Highway lighting under cap	\$1,347,500
New mixed use residential - Site 1 (3 floors, 30 du/flr, 86,000 SF)	\$20,000,000
New mixed use residential - Site 2 (3 floors, 30 du/flr, 86,000 SF)	\$20,000,000
New mixed use residential - Site 3 (3 floors, 30 du/flr, 86,000 SF)	\$20,000,000
<b>Subtotal</b>	<b>\$184,799,500</b>

## Project C



Interactive Stations (in addition to Mid-Term, F)

Line Items	Total
Interactive stations (location TBD)	\$125,000
Bike stations	\$50,000
<b>Subtotal</b>	<b>\$175,000</b>

## Project A



Cap Park 5: Louise to Howard  
8.17 acres  
\$18.7 million per acre

Line Items	Total
Crosswalks	\$1,835,000
Utilities	\$3,055,000
<b>Subtotal</b>	<b>\$4,890,000</b>



