



SPACE 134!

WWW.SPACE134.NET

2015, GLENDALE, CA



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SPACE 134



01

THE
STORY

BURBANK

VERDUGO
MOUNTAINS

PASADENA

VERDUGO WASH

134 Freeway

SPACE 134 PROJECT SITE

134 Freeway

CENTRAL

BRAND

MARYLAND

LOUISE

KENWOOD

JACKSON

ISABEL

HOWARD

GENEVA

BALBOA

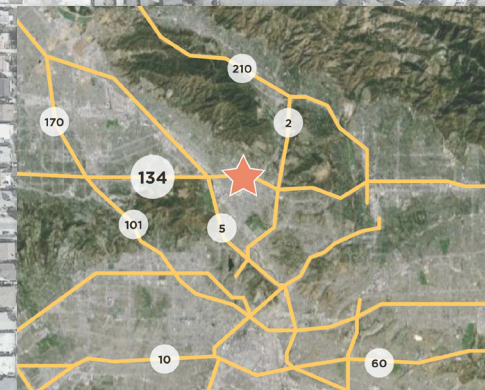
DOWNTOWN
GLENDALE

R D WHITE
ELEMENTARY
SCHOOL

DOWNTOWN
LOS ANGELES

NORTHEAST
LOS ANGELES

LOS ANGELES



A close-up photograph showing a person's hands holding a small, detailed model of a park area. The model features green grass, trees, and a curved path. The hands are positioned over a large map or blueprint that shows a city grid and various urban features. Several rectangular cardboard blocks are placed on the map, representing segments of a freeway. The background is a solid red color.

CAP PARK

A public open space built
over existing below-grade
segments of a freeway



GLENDALE

PASADENA

R D WHITE
ELEMENTARY
SCHOOL

BALBOA

GENEVA

HOWARD

ISABEL

JACKSON

KENWOOD

LOUISE

MARYLAND

BRAND

CENTRAL

134
FREEWAY

VERDUGO
MOUNTAINS

VERDUGO WASH

BURBANK

NORTHEAST
LOS ANGELES

DOWNTOWN
LOS ANGELES

LOS ANGELES

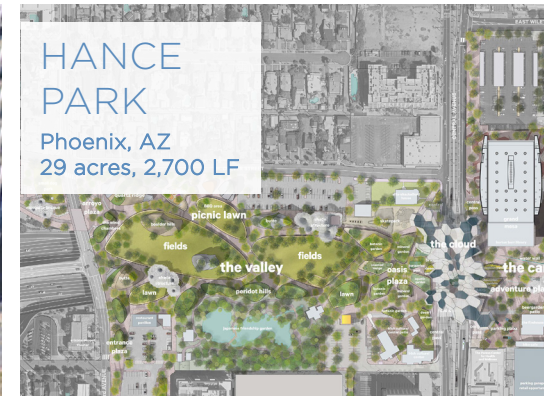
 **Neighborhood Park**

Surrounded by residential buildings, the Neighborhood Park can provide open space areas for both active and passive recreational uses for the community.

 **Downtown Park**

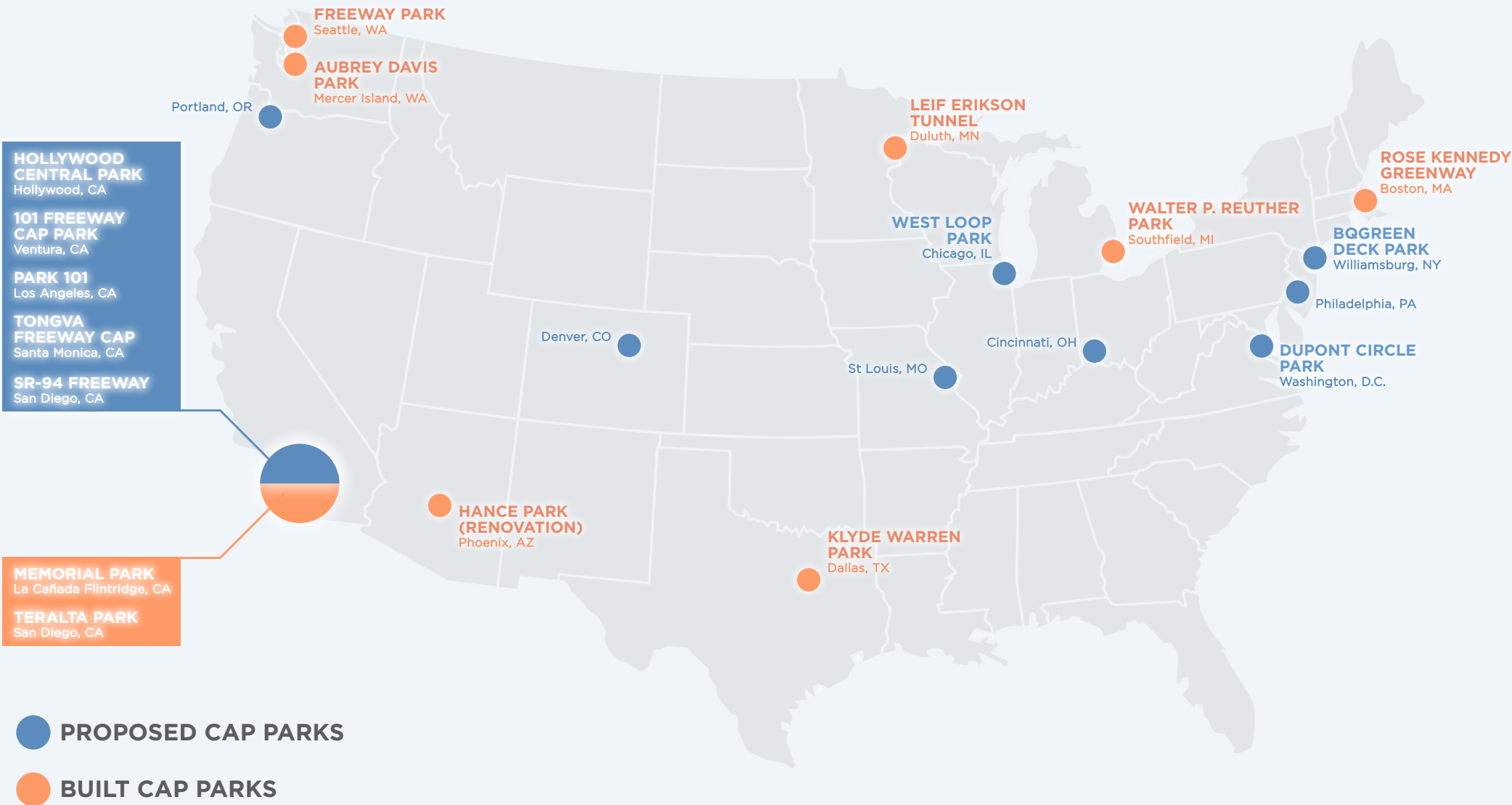
Proximate to the Downtown Business District, the Downtown Park can provide opportunities for cultural and entertainment programming and a regional transportation hub.

LET'S MAKE SPACE **134!**



OTHER CAP PARKS

OTHER CAP PARKS IN THE UNITED STATES



SPACE 134 WILL TRANSFORM 0.70 MILES ABOVE THE 134 FREEWAY INTO 24 ACRES OF OPEN SPACE IN THE HEART OF DOWNTOWN GLENDALE. THIS RESULTS IN:

New Connections



Reconnecting the neighborhoods north and south of the 134 Freeway.



Strengthening transit connections to the greater Los Angeles area.



Increasing local and regional accessibility and quality of life for Glendale residents.



Connecting to the broader network of open space via the adjacent Verdugo Wash.

Health/Environmental Benefits



New park space in Downtown Glendale will promote active lifestyles, improving public health.

A freeway cap will reduce pollution and enhance air quality, reduce runoff, and encourage biodiversity.

Klyde Warren Cap Park (Dallas, TX) Estimated Impacts

Temp Reduction



Outdoor Activity

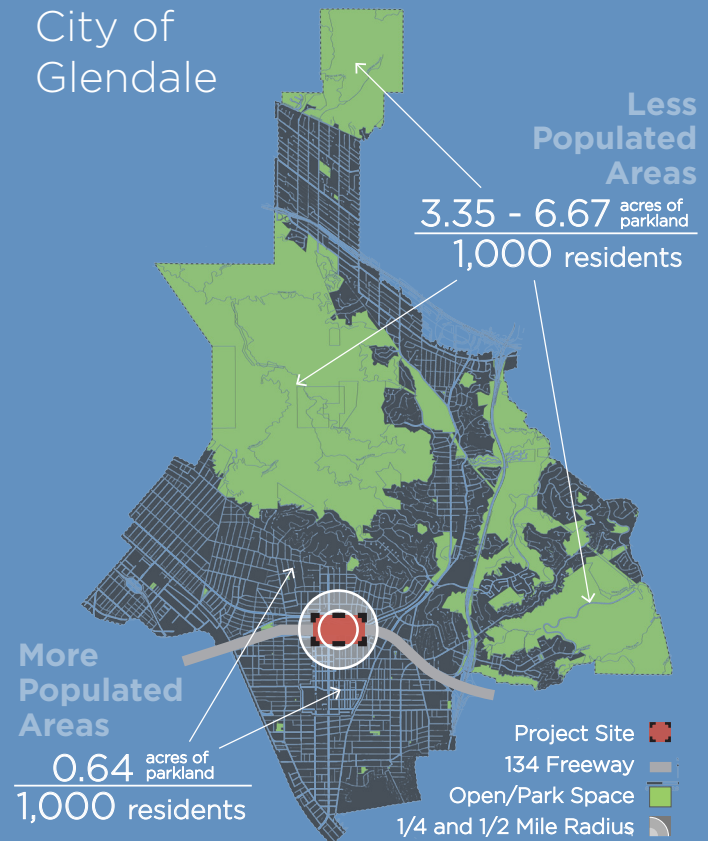


Stormwater Intercepted



Better Park Distribution

City of Glendale



Recommended Distribution: 1 acre of parkland / 1,000 residents



Photo Credit: Iwan Baan



Available Funding

There may be funding at the regional, State, and Federal level that could be accessed to build a cap park. There are also opportunities to secure non-tax funding from development impact fees, philanthropy, and revenue generated at the park itself.



Affordable Alternative

Acquiring land for public purposes in Glendale is increasingly expensive and could cost about \$10 million per acre¹, which is a sizable portion of the cost of a similarly-sized cap park. There are few available sites in downtown Glendale that could be used for a major urban park.

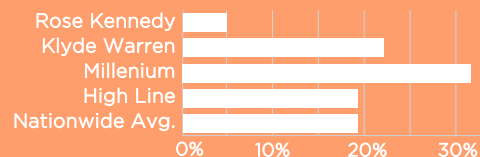
¹ Cost estimate per acre is from CoStar



Value Creation

A new open space and a highly-amenitized park in place of the 134 Freeway is likely to increase property values and will strengthen Glendale's regional position.

Park-Related Property Value Premiums²



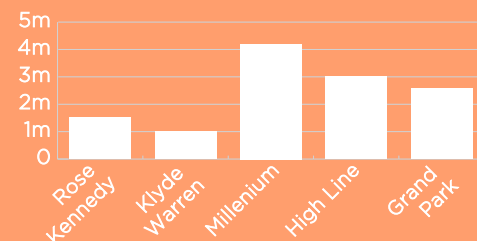
² Premiums on property adjacent to a high-quality park vs. similar properties.



Visitation & Spending

Space 134 and the associated transit hub could attract new visitors to Glendale, increase how long they stay, and encourage repeat visits, supporting local businesses and increasing tax revenues to support City services.

Annual Park Visitation



PHASE 1 VISIONING

2006



Space 134 envisioned as part of Downtown Specific Plan (2006)

2012



\$125,000 Southern California Association of Governments (SCAG) grant awarded for developing a vision for Space 134

2013



Glendale City Council endorses Space 134 Vision Plan

PHASE 2 COMMUNITY ENGAGEMENT

2014



\$200,000 SCAG grant awarded for developing planning studies and community outreach for Space 134

2015



Glendale community helps envision the Space 134 Plan at the following presentations and events:

Earth Day @ 134, May 2



Business Mixer @ the Alex Theatre, June 24



Parks and Open Space Foundation, July 22



Glendale Beautiful, September 9



R.D. White Elementary School Meeting, September 26



Green Streets Outreach Event, October 17



Tropico Halloween Spooktacle, October 31



PHASE 3 PROJECT ENGINEERING

2016 - 2017



Engineering analysis and technical studies

Continue to build support

PHASE 4 FUNDING & CONSTRUCTION

2020+



Finalize project designs

Funding – Metro, Caltrans, Federal Grants

Environmental Impact Report

Project Approval

Construction begins on the Downtown component of Space 134



TIMELINE



Event



Presentation



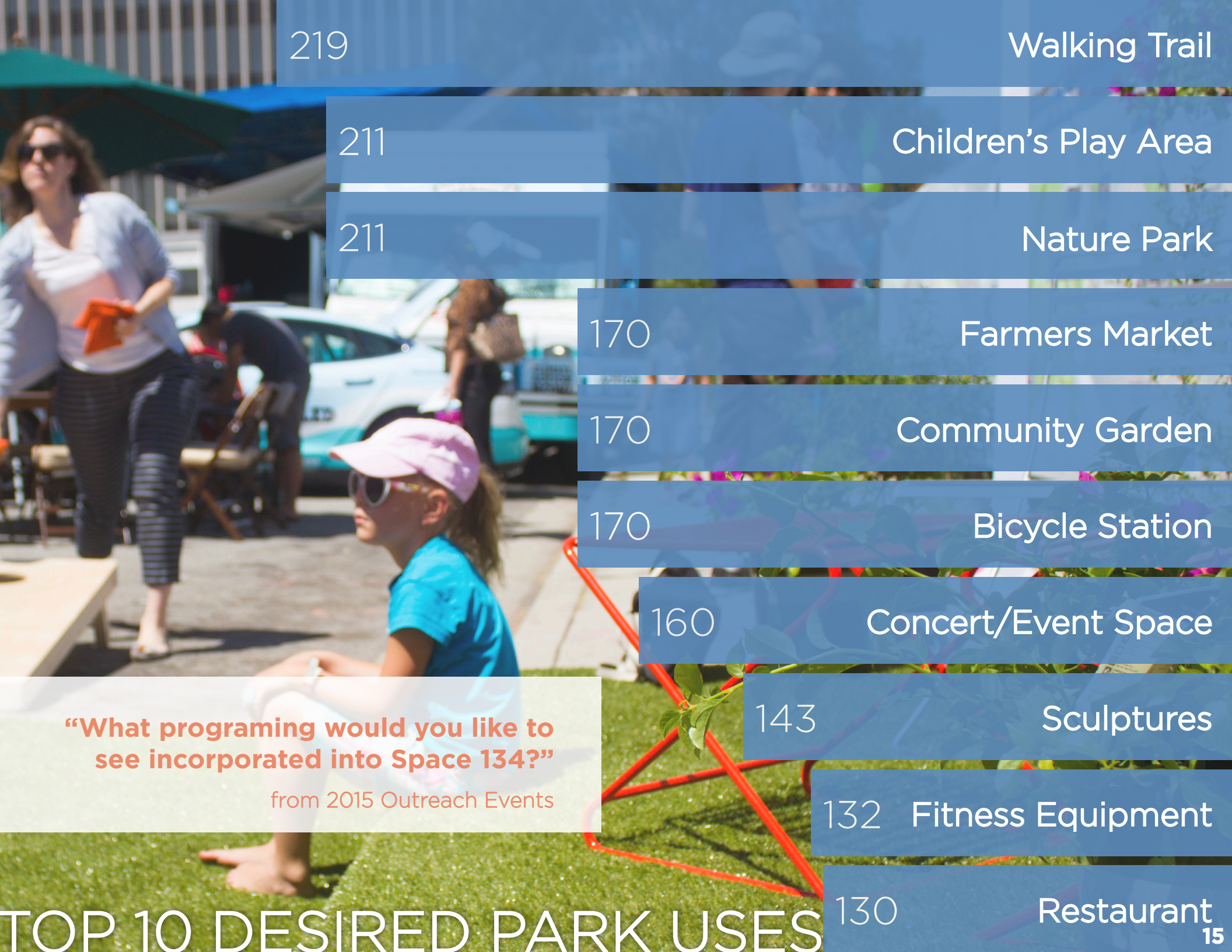
THE
DIALOGUE



After five community events, two presentations, and an online poll, we received over 1,700 responses about how to design Space 134



*Answers on this page are from Earth Day, May, 2015



219

Walking Trail

211

Children's Play Area

211

Nature Park

170

Farmers Market

170

Community Garden

170

Bicycle Station

160

Concert/Event Space

143

Sculptures

132

Fitness Equipment

130

Restaurant

“What programing would you like to see incorporated into Space 134?”

from 2015 Outreach Events

TOP 10 DESIRED PARK USES

The Concept for Space 134 should be:

- 30%** Build Artful Spaces
- 28%** Embrace Nature
- 26%** Make It Active
- 16%** Celebrate Glendale

Taken from Earth Day @ 134
May 2, 2015



The Support for Space 134 Depends on:

- 30%** Park Design
- 29%** Funding
- 21%** Park Programs
- 14%** Other Factors*
- 6%** Support Regardless

Taken from Business Mixer
June 24, 2015

* For detailed survey results see: <http://www.space134.net/p/community-input.html>



Economic Reasons Why Space 134 Would Benefit Glendale:

- 45%** All of the Reasons Below
- 43%** Improved Regional Recognition
- 37%** Increased Foot Traffic
- 20%** Increased Ability to Attract and Retain Employees
- 14%** Some Other Factor*
- 2%** No Benefit

Taken from Business Mixer
June 24, 2015

* For detailed survey results see: <http://www.space134.net/p/community-input.html>



People Would Like to Access Space 134 by:

- 50%** Walking/Running
- 26%** Bicycling
- 19%** Driving
- 5%** Transit

Taken from R.D. White
Elementary School Meeting
September 26, 2015



Top 10 Transit Amenities that Space 134 Supporters Want:

- 1 Bike Station
- 2 Wi-Fi Service
- 3 Bike Share Station
- 4 Cafe
- 5 Transit Card Sales Outlet
- 6 ADA Accessible Restrooms
- 7 Real-Time Arrival Information
- 8 Information Kiosk
- 9 Carpool/Vanpool
- 10 Pick-Up/Drop-Off Zones

Taken from R.D. White
Elementary School Meeting
September 26, 2015



Overall Project Approval:

SUPPORT



76%

UNSURE



17%

NOT
SUPPORT



7%

Taken from R.D. White Elementary School Meeting
September 26, 2015

New Transit Desired for Space 134:

30%



LIGHT RAIL
TRANSIT

23%



METRO
RAPID BUSES

22%



BUS RAPID
TRANSIT

22%



Not Interested
In New Transit

3%

NO OPINION

Taken from Business Mixer (June 24, 2015) &
R.D. White Elementary School Meeting (September 26, 2015)





SPACE 134 GOALS

- Reconnect North and South Glendale
- Create Green Open Space
- Incorporate and Respect the Environment
- Ensure Accessibility and Usability for Everyone
- Enhance the Local and Regional Economy
- Prioritize Mobility for All Users
- Showcase Downtown Glendale as the Hub of Activity, Creativity, and Excitement



URBAN

Downtown Glendale
High residential population
Local and regional destinations
Culturally diverse

NATURE

Mountains & valleys
Verdugo Wash
Open space in north Glendale
Native wildlife and plantings

GREEN LOOP



“Where Nature Meets the City”

connects the gaps between the more suburban north Glendale and the urbanized south Glendale, with potential connections to the Verdugo Wash and the ample natural open spaces in the Verdugo Mountains — which is less than three miles away from Space 134, an easy distance to cover by bicycle.

SOUL

Neighborhood-Oriented
Picnics
Gardens
Play Courts

GLENDALE
BALBOA
GENEVA
HOWARD
ISABEL
JACKSON
KENWOOD
LOUISE
MARYLAND
BRAND
CENTRAL
134 FREEWAY

Dog Park
Sports Courts
Community Garden
Fitness Equipment
Sculptures
Children's Play Area

Transit Amenities

Farmers Market

Food Trucks

Concert/Event Space

Community Space

HEART

Civic & Downtown
Events
Festivals
Transportation

PARK USES CONCEPT

04

THE
HEART

The “heart” of Space 134: more regional in character, the design of this space responds to the vibrancy of Downtown Glendale and invites everyone to participate.



1. MEETING CENTER/ PAVILION

Regional or local destination for meetings, lectures, weddings, and other events. Large scale art and regional destinations happen here.



2. RESTAURANT/CAFE

Small restaurant with indoor and outdoor seating. May allow for performances and other small events.



3. CONCERT/EVENT SPACE

Active space for events such as festivals and music performances, featuring a great lawn. Large scale art and regional destinations happen here.



4. WALKING TRAILS

Well-shaded, curvilinear pathways lined with garden flowers, trees, and seating areas as part of the “Green Loop”.



5. FOOD TRUCKS

Active and fun community space with flexible spaces for food trucks. Large scale art and regional destinations happen here.

134 Freeway



6. FARMERS MARKET

Active and fun community space with flexible spaces for food markets that sell local farm products and goods.



7. COFFEE KIOSK

Small cafe kiosks with outdoor seating.



8. TRANSIT AMENITIES

Space with transportation amenities such as rail or bus stops that allow for convenient mode transfers.



9. MOBILITY HUB

Space where cyclists can rent, park, repair, and/or learn about bicycles and bicycling in Glendale, and where other mobility choices are based.



10. NATURE PARK

Pathways and spaces lined with native plants and trees for passive recreation.



BRAND FACING WEST

05

THE
SOUL

The “soul” of Space 134: more passive in character, the design of this space first and foremost serves the needs of the surrounding residential community.

Verdugo Wash

134 Freeway



11. FITNESS EQUIPMENT

Low-impact exercise machines built with all-weather construction safe for people of all ages.



12. CONCERT/EVENT SPACE

Active space for community events such as festivals and music performances.



13. COMMUNITY GARDEN

Gardening area for local community members to plant their own fruits or vegetables.



14. COMMUNITY CENTER

Local destination for meetings, lectures, weddings, and other events.



15. SPORTS COURTS

Sports courts that serve the recreational needs of the local community.



16. FITNESS EQUIPMENT

Low-impact exercise machines built with all-weather construction safe for people of all ages.



17. DOG PARK

Small area for dogs to exercise and play.



18. CHILDREN'S PLAY AREA

Space designed for children of all ages, to be creative and have fun.



19. SCULPTURES

Artistic elements that can be touched and interacted with, which are reflective of Glendale's character.



20. CONCERT/EVENT SPACE

Active space for community events such as festivals and pick-up sports games.



21. NATURE PARK

Pathways and spaces lined with native plants and trees for passive recreation.



22. WALKING TRAILS

Well-shaded, curvilinear pathways lined with garden flowers, trees, and seating areas as part of the "Green Loop".



23. COMMUNITY CENTER

Local destination for meetings, lectures, weddings, and other events.



GENEVA FACING WEST



Available Freeway Road Capacity Will be Studied in Detail in Later Project Phases

CITY SOUTH

URBAN PATHWAY

OPEN LAWN

CHILDREN'S
PLAY AREA

FLOWER
BED

CITY NORTH

PEDESTRIAN/
BICYCLE LANE
"GREEN LOOP"



SECTION FACING WEST



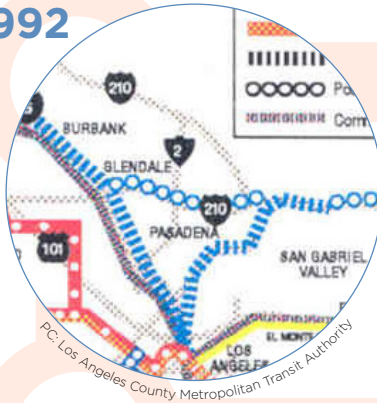
06

GETTING AROUND

1968



1992



2014



A rapid transit line between the San Fernando Valley, Burbank, Glendale and Pasadena has been studied for decades.

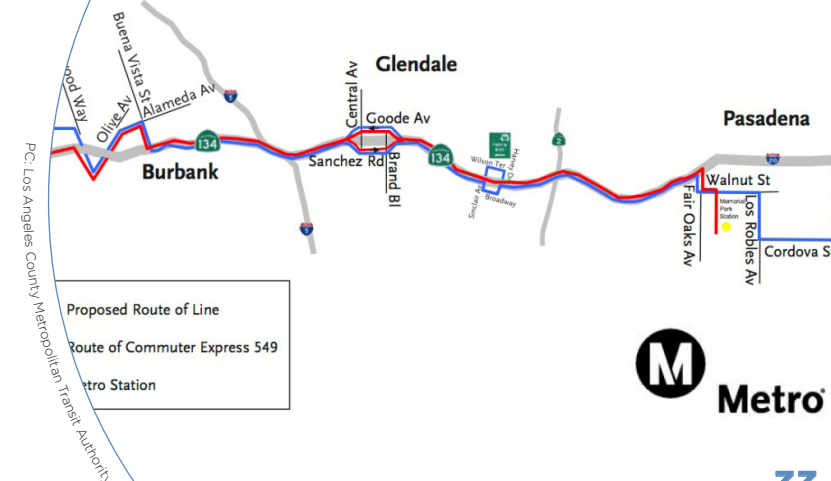
In 2014, Metro completed a study for a Countywide Bus Rapid Transit (BRT) system with the goal to improve travel time and schedule reliability.

The North Hollywood to Pasadena corridor was highly recommended for BRT, and a feasibility and operational design assessment is currently underway.

This would connect the North Hollywood Metro Station to the City of Pasadena via the 134 Freeway.

By integrating transit into Space 134, residents and visitors will receive a greater range of efficient mobility options.

Current



TRANSIT IN GLENDALE





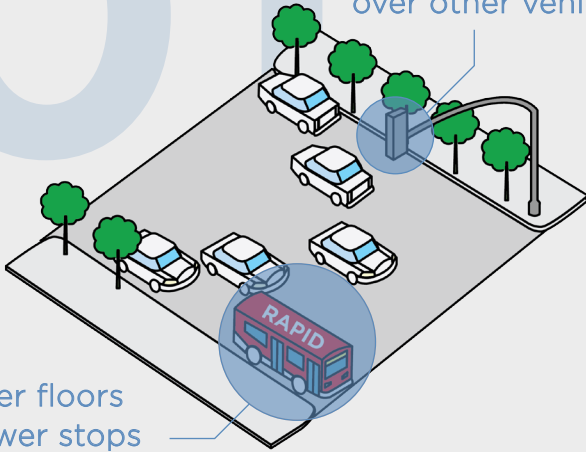
Integrating Transit into Space 134

For Space 134, new transit mobility enhancements may include bus rapid transit or light rail with a station in the freeway median or stops at-grade on Goode Avenue and Sanchez Drive.

All-Day Rapid Bus

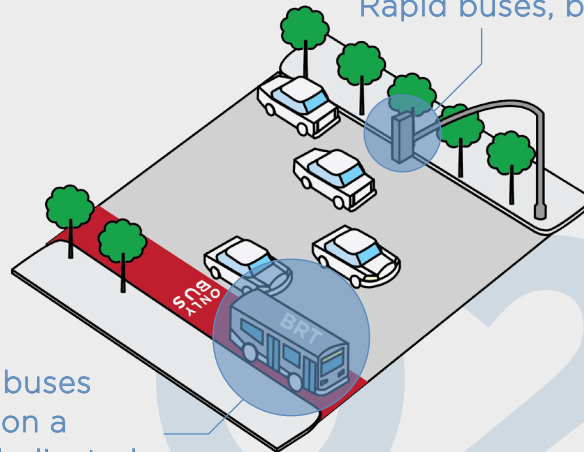
Bus signal priority over other vehicles.

Lower floors & fewer stops mean shorter travel times by as much as 29 percent.



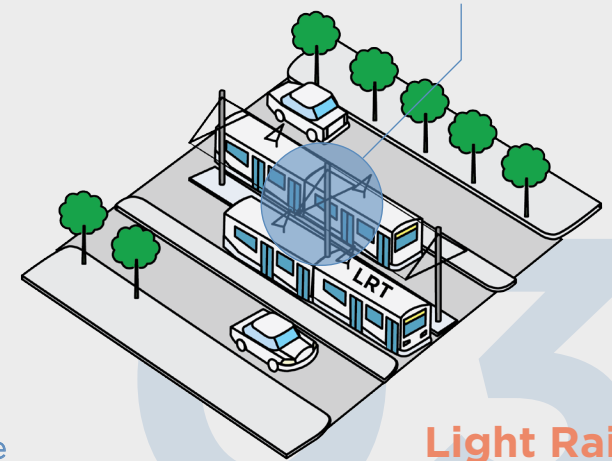
"BRT" buses have similar benefits as Rapid buses, but...

...BRT buses travel on a fully-dedicated right-of-way to avoid traffic congestion.

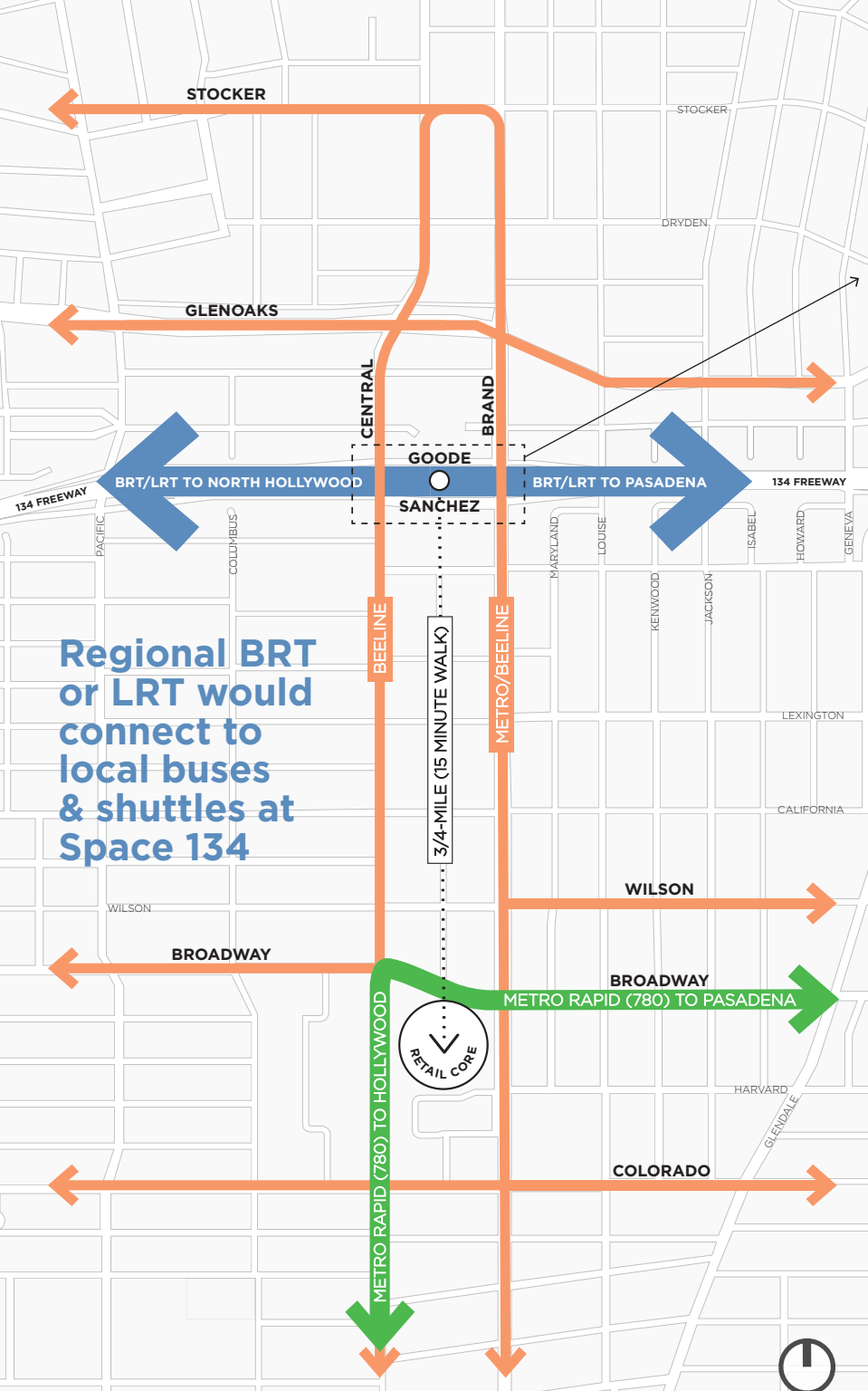


Bus Rapid Transit

"LRT" uses dedicated rail lines as opposed to being confined to surface streets, which often decreases travel times compared to Rapid buses and BRT buses.



Light Rail Transit



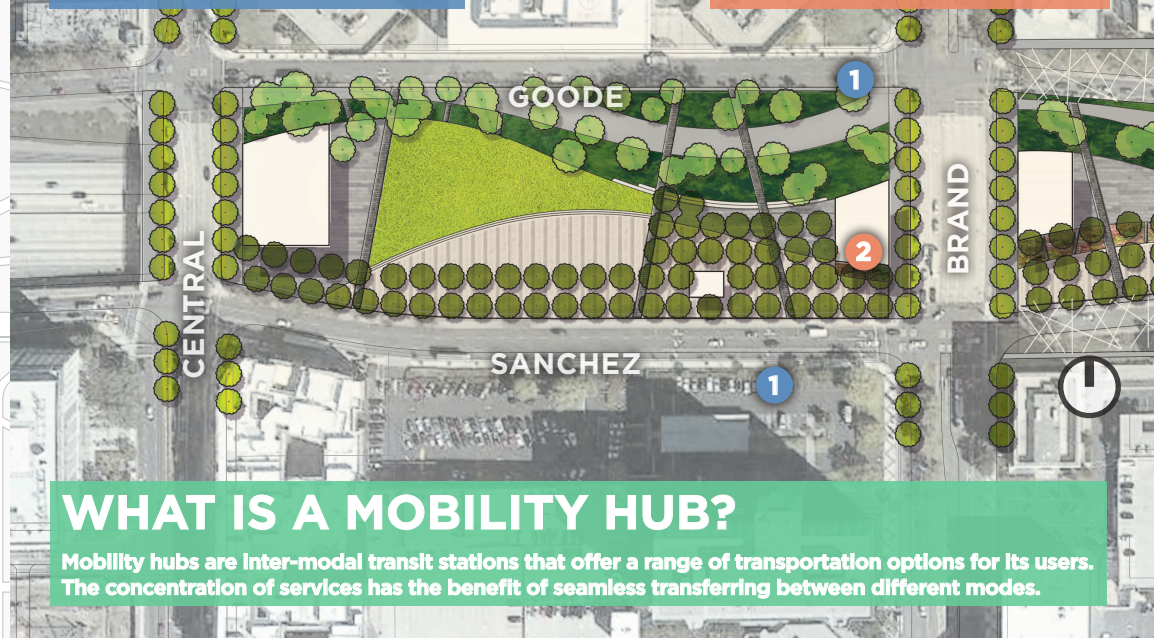
Regional BRT or LRT would connect to local buses & shuttles at Space 134

OPTION 1

Enhanced BRT along surface streets with stops on Goode Avenue and Sanchez Drive between Central Avenue and Brand Boulevard

OPTION 2

LRT or BRT along the 134 Freeway median with station terminus opening onto Brand Boulevard, serving also as a potential mobility hub



WHAT IS A MOBILITY HUB?

Mobility hubs are inter-modal transit stations that offer a range of transportation options for its users. The concentration of services has the benefit of seamless transferring between different modes.

Potential Mobility Hub Elements

- A full-service bikestation with bike repair, rental, secure storage and shower facilities
- A bikeshare (short-term rental) pod
- A transit (TAP) card sales outlet
- Pick-up and drop-off zones or "kiss-and-ride" curb space
- Taxi/shared-ride stands
- Electric vehicle parking and charging stations
- Dedicated carpool/vanpool parking
- Carsharing services
- Information kiosks with trip planning information
- A café and/or market with wireless internet, restrooms

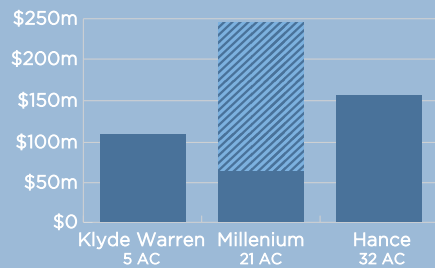


GETTING
FUNDING

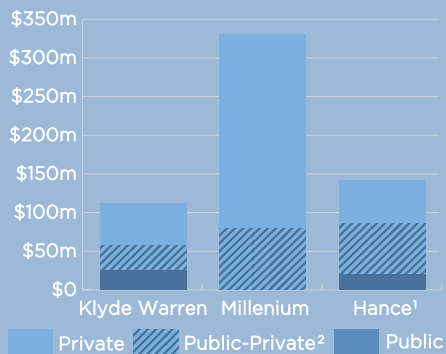
CAPITAL FUNDING

In most cases, capital funding requires a mix of public and private funding, with deck infrastructure funded publicly, and the surface park and amenities drawing heavily from private sources.

Deck Infrastructure Costs and Funding



Park Construction Costs and Funding



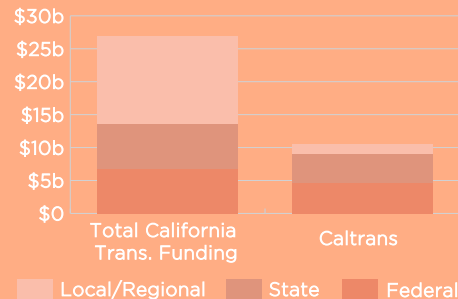
¹ Includes HR&A estimates for 2014 Hance Park Master Plan redesign.

² Includes value capture methods.

PUBLIC RESOURCES

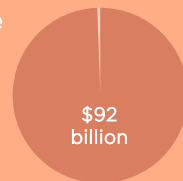
Funds for the deck structure could come from a variety of public sources, but will require extensive grassroots efforts in Sacramento and Washington, D.C. to demonstrate Space 134's wide-ranging community benefits.

Calif. Transportation Funding (2015)



Space 134 as a Share of Anticipated Federal Highway Funds for California (2015-2035)

Space 134 would be **about 0.5%** of CA's Federal transportation allotment over the next 20 years.³



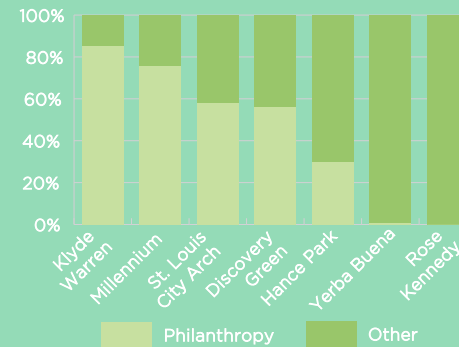
Space 134 Deck Costs

³ Only deck structure costs. Assumes sustained Federal funding to Caltrans at 2015 levels.

PHILANTHROPIC RESOURCES

Philanthropy, as in the case of Klyde Warren Park, can kick-start the park development process, and will be essential to creating a high-quality park, as there are limited sources of public funds for open space improvements.

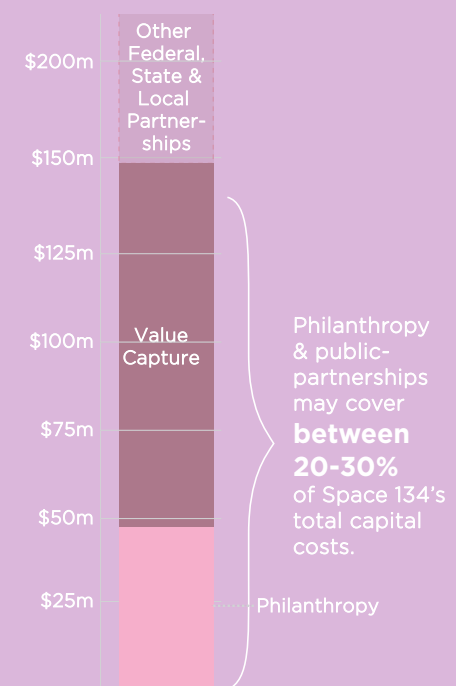
Philanthropy as Share of Park (not Cap) Costs



LAYERED RESOURCES

Successful implementation will require local government to leverage public-private partnerships. To revitalize an unsuccessful, publicly-funded freeway cap, an organization in Phoenix plans to privately fund a new signature park.

Illustrative Space 134 Capital Funding

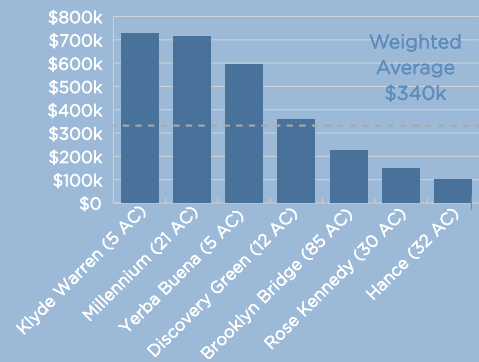


Philanthropy & public-partnerships may cover **between 20-30%** of Space 134's total capital costs.

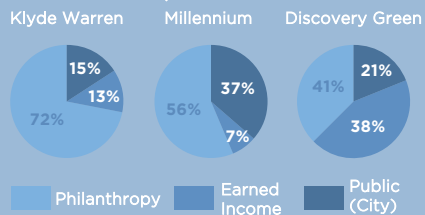
OPERATIONAL FUNDING

Highly-programmed, signature downtown parks require significant annual operating funding, ranging from \$250,000-\$750,000 per acre, and earned income rarely exceeds 20 percent of total expenses.

Annual Operating Costs, per Acre



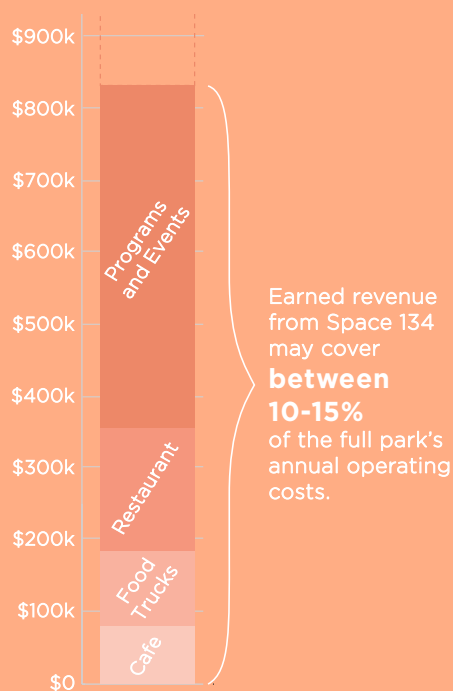
Signature Urban Park Operating Resources



EARNED REVENUE

Active park elements like cafes and spaces for events can help subsidize a small portion of park operation costs, but it will be important to balance active elements with community-serving passive park spaces.

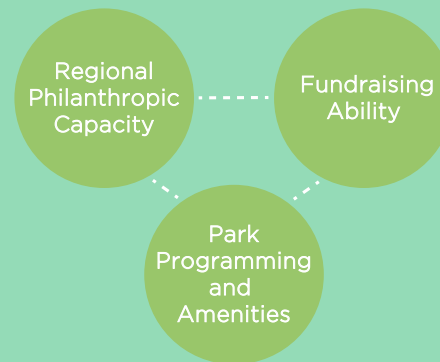
Illustrative Space 134 Earned Income



ONGOING SUPPORT

In addition to annual fundraising, private organizational support will be essential to ensure a high-quality park and continued maintenance, operations and engaging programming.

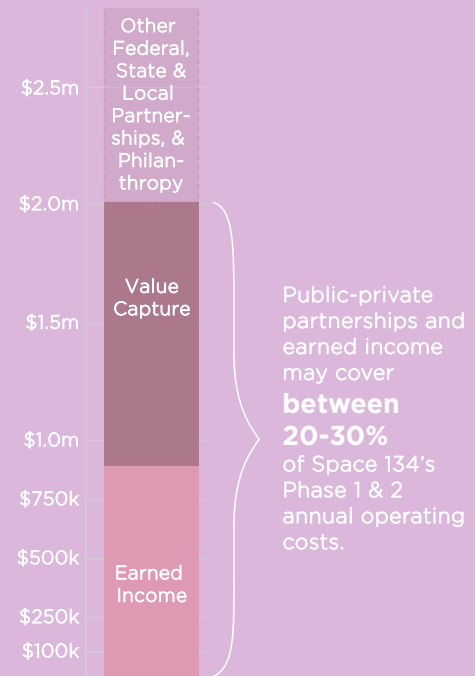
Factors for Determining Philanthropic Support



CAPABLE GOVERNANCE

The long-term sustainability of Space 134 will require significant governance and operating resources, which may mean a public-private partnership and continued City support from discretionary or dedicated funds.

Illustrative Space 134 Operational Funding





BUILDING
SPACE 134



Phase One

Phase One

Size:
Approx. 4 Acres

Length:
Approx. 0.2 Miles

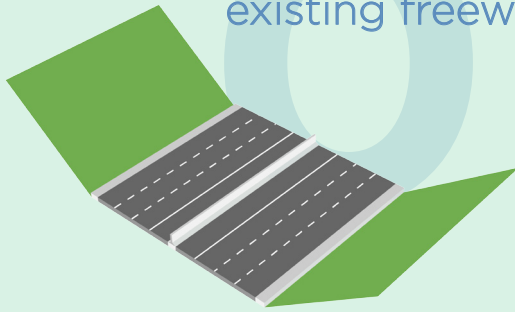
Future Phases

Future Phases

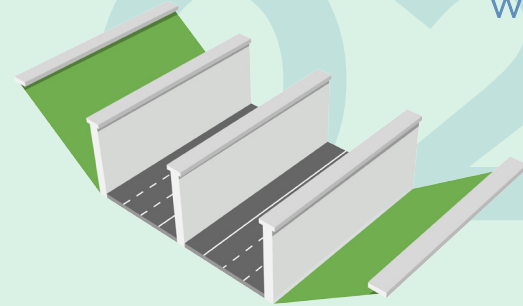
Size:
Approx. 20 Acres

Length:
Approx. 0.5 Miles

Start with your
existing freeway

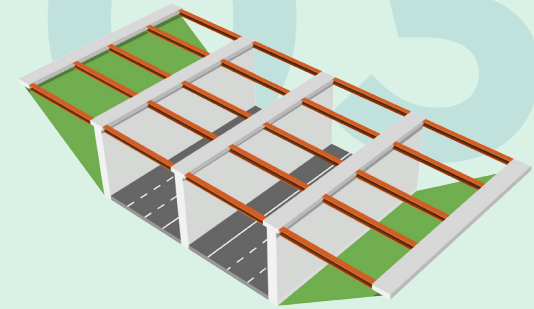


Build support
walls

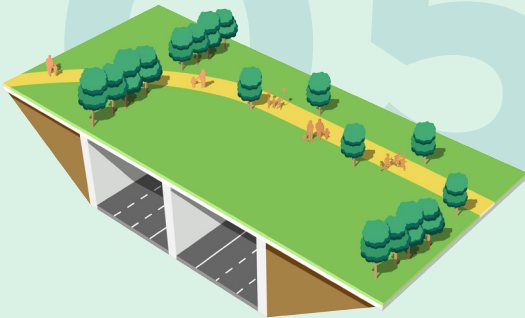


BUILDING SPACE 134

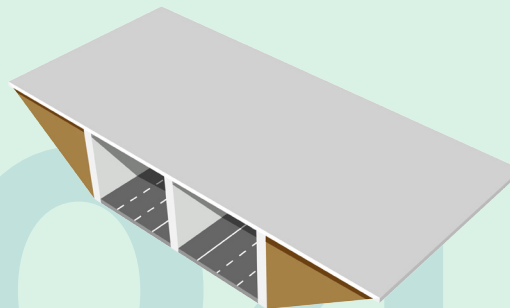
Span the walls
with support beams



Finally, build
your park!



Cap the freeway
with a deck



An aerial photograph of a multi-lane freeway. Several cars are visible traveling along the road. An overpass structure is visible in the upper left portion of the image. The text "START WITH YOUR EXISTING FREEWAY" is overlaid in the center of the image.

START WITH YOUR
EXISTING FREEWAY

An aerial photograph showing a multi-level highway interchange under construction. In the foreground, a series of tall, grey concrete support walls are being built along the edge of a road. Several white cylindrical piles are visible, protruding from the ground next to the walls. A dark-colored car is driving on the road below the walls. In the background, a complex interchange of overpasses and ramps is visible, with several cars traveling on the roads. The text "BUILD SUPPORT WALLS" is overlaid in white, bold, sans-serif capital letters in the center of the image.

BUILD SUPPORT WALLS



SPAN THE WALLS WITH SUPPORT BEAMS



CAP THE FREEWAY WITH A DECK

An aerial photograph of Klyde Warren Park in Dallas, Texas. The park features a large green field, a playground with a blue canopy, and a red structure. In the background, the city skyline is visible, including the Bank of America Tower, a red brick church, and other skyscrapers. The text "FINALLY, BUILD YOUR PARK!" is overlaid in white. The foreground shows a construction site with a concrete wall and a road with cars.

FINALLY, BUILD
YOUR PARK!



SPACE 134

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SPACE 134

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