

HOLLYWOOD/HIGHLAND STATION
(MOS-3)

For the 11/12/90 meeting of the Rail Construction Corporation

RCC staff recommended at the 10/22/90 meeting that:

1. Authorization be given to proceed with design and construction of the Hollywood/Vine to Hollywood/Highland tunnel segment and Stage I of the Hollywood/Highland station using local funding sources;
2. staff be directed to request a Letter-of-No-Prejudice from UMTA for this work; and
3. approval be given to select Bechtel Corporation to perform the design of the Hollywood/Highland station since it was next on the List of Section Designers.

With approval, RCC staff stated that construction could begin in April 1993 and be completed by April 1996. Call for bids are scheduled for November 1992.

Budget:	Construction	91,909,000	
	Professional Svcs	16,831,000	18.3%
	Right-of-Way	10,000,000	11.0%
	Contingency	12,842,000	14.0%

When inquiry was made as to why the Hollywood Bowl station was now no longer part of the plan for MOS-3 when it had been in the 1983 approved plan, answers were less than informative and satisfactory.

Independent checking has produced the following conclusions:

- Alignment changes caused by "gas" problems along the 1983 adopted alignment has caused the deletion in this general area of the Sunset/La Brea and Hollywood/Cahuenga stations.
- The same alignment change discussions have added Hollywood/Western, Hollywood/Vine, and Hollywood/Highland stations.
- Placement of the east-west subway leg in Hollywood Blvd rather than one block south on Selma Ave plus the more westerly location of the Hollywood/Highland station precludes making the turn to hit the Hollywood Bowl station using the radii in MOS-1 as a minimum radius.
- When the Hollywood Bowl station was deleted in favor of the Hollywood/Highland station, a City of LA commitment was made to fund a special RTD study of service to the Bowl from the Hollywood/Highland station. It was envisioned that a moving sidewalk or "people-mover" arrangement would be installed for the approximately 0.7 mile up Highland Ave to the Bowl. That study has not been completed.
- **The timing and nature of this special RTD study can have a significant effect on the design of the Highland Station if transit facilities are to be integrated efficiently for effective, and convenient, passenger service.**
- Recent news articles in the *Los Angeles Times* and the *Los Angeles Business Journal* have described the current financing difficulties of the Hollywood Promenade project in the northwest

quadrant of Hollywood/Highland and the "urban village" project in the northeast quadrant of Hollywood/Highland. Both projects comprising some 2.7 million sq.ft. of various uses effectively are "anchors" for the stalled \$922 million Hollywood Redevelopment Project of the CRA.

- The announced cost of the two projects is about \$600 million and the same news stories indicate that as much as \$140 million in subsidies are now being sought by the developers from CRA.

- One of the possibilities which CRA is considering is "using tax dollars to invest in the construction and operation of the underground parking portion of the Promenade project."

- If either or both of the projects are being planned on the basis of significant underground parking at Hollywood and Highland, **significant design impacts and opportunities will occur at the Highland Ave. station of MOS-3.** It's a design issue of some substance which needs to be explored and concluded prior to fixing design concepts for the transit station. Costs and financing are matters which also need to be addressed.

- The "joint development" policies of LACTC and RCC need to be fixed immediately to make the exploration of underground parking and of the "people mover" connection to Hollywood Bowl logical design exercises.

- **LACTC should be formally noticed regarding the design issues which are now involved so that LACTC can have the choice as to whether LACTC is going to conduct the negotiations or whether RCC should simply incorporate the negotiations as a part of the design of this section of MOS-3.**

HiLndSta.RCC
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