

APPROVED

NOV 03 2022

BOARD OF RECREATION AND PARK COMMISSIONERS

BOARD REPORT

NO. 22-276

DATE November 03, 2022

C.D. 13

BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: RECONNECTING COMMUNITIES PILOT DISCRETIONARY GRANT PROGRAM – RETROACTIVE APPROVAL OF SUBMISSION OF GRANT APPLICATION FOR HOLLYWOOD CENTRAL PARK PROJECT – STATUTORY EXEMPTION FROM THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE II, SECTION 2, CLASS (b) [FEASIBILITY AND PLANNING STUDIES FOR POSSIBLE FUTURE ACTION, ALTHOUGH SUCH STUDIES SHALL INCLUDE CONSIDERATION OF ENVIRONMENTAL FACTORS] OF CITY CEQA GUIDELINES AND ARTICLE 18, SECTION 15262 OF CALIFORNIA CEQA GUIDELINES

B. Aguirre	_____	M. Rudnick	_____
H. Fujita	_____	C. Santo Domingo	_____
B. Jackson	_____	*N. Williams	<u>NDW</u>

General Manager

Approved x Disapproved _____ Withdrawn _____

If Approved: Board President *Sylvia Patanucas* Board Secretary *Sakisto Sarden*

RECOMMENDATIONS

1. Retroactively approve of the submission by the Department of Recreation and Parks (RAP) of the grant application as attached to this Report as Attachment I to the United States Department of Transportation (USDOT) for the Reconnecting Communities Pilot Discretionary Grant Program for the creation of the Hollywood Central Park project as further detailed in this Report (Grant);
2. Direct RAP staff to report back to the Board of Recreation and Parks Commissioners (Board) if Grant funds are awarded for the acceptance of such funds and authorization to execute any grant agreements in connection with such Grant award;
3. Determine that this action is statutorily exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Article II, Section 2, Class (b) [Feasibility and planning studies for possible future action, although such studies shall include consideration of environmental factors] of City CEQA Guidelines and Article 18, Section 15262 of California CEQA Guidelines and direct RAP staff to file a Notice of Exemption (NOE) with the Los Angeles County Clerk;

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4. Authorize RAP's Chief Accounting Employee to prepare a check to the Los Angeles County Clerk in the amount of \$75.00 for the purpose of filing a NOE; and
5. Authorize RAP staff to make any technical adjustments to the Grant application as necessary to carry out the intent of this Report.

SUMMARY

RAP staff requests the Board to retroactively approve the submission by RAP of a planning grant application in the amount of Two Million Dollars (\$2,000,000) to the USDOT Office of the Secretary of Transportation, the Grant's designated granting agency, for the Hollywood Central Park Project (Project). The Reconnecting Communities Pilot Discretionary Grant Program (Grant) has a twenty (20) percent match requirement. If awarded, RAP will fulfill the match requirement with Five Hundred Thousand dollars (\$500,000) from County of Los Angeles Measure A Technical Assistance Program. The total Project budget is Two Million, Five Hundred Thousand Dollars (\$2,500,000).

RAP has applied for a planning grant only. If awarded, the Grant will enable RAP and the City of Los Angeles to conduct feasibility, environmental, and planning studies as well as extensive community engagement for the Project. The Project is a landmark infrastructure project that proposes to "cap" or cover an approximately one mile portion of the United States 101 Freeway, between Santa Monica Boulevard and Bronson Avenue, in order to create a 40-acre park and recreational facility. The Project is proposed to be constructed above the freeway on an engineered deck and support structure.

BACKGROUND

Established by the Bipartisan Infrastructure Investment and Jobs Act's "Reconnecting Communities Pilot Program", Reconnecting Communities Pilot (RCP) Discretionary Grant Program is the first-ever Federal program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Grant funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of transportation infrastructure facilities. Beginning in fiscal year 2022, the program will provide one billion dollars in funding over the course of five years. For FY 2022, up to \$195 million is available. \$50 million is allocated for Planning grants and \$145 million for Capital Construction grants. RAP is applying for a planning grant.

On September 14, 2022, with close coordination from the City Administrative Officer (CAO) and Mayor's Office, the Los Angeles City Council requested and authorized RAP to prepare the grant application for Hollywood Central Park. The Council authorization specified that should the grant be awarded, RAP staff would report back to request authority to accept the grant award, identify local match source funds, and confirm that there is no additional General Fund fiscal impact (Council File 21-1015).

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RAP staff used information received from the Friends of the Hollywood Central Park (FHCP), a non-profit organization dedicated to the creation of the park, to develop a scope of work consistent with RAP's needs and next steps in moving the Hollywood Central Park project forward. RAP submitted the grant application on October 13, 2022. The grant application is attached to this Report as Attachment 1.

TREES AND SHADE

Trees and shade elements are not impacted by this Grant project. The grant scope is to continue project planning activities for the Hollywood Central Park project.

ENVIRONMENTAL IMPACT

The proposed Board's action consists of the approval of a grant request for feasibility and planning studies. According to Chapter II, Section 2, Class b of City California Environmental Quality Act (CEQA) Guidelines, and Article 18, Section 15262 of California CEQA Guidelines, feasibility and planning studies for possible future action, although such studies shall include consideration of environmental factors, are statutorily exempt from CEQA.

Therefore, staff recommend that the Board determines that this grant request is statutorily exempt from the provisions of CEQA pursuant to Chapter II, Section 2, Class (b) of City California Environmental Quality Act (CEQA) Guidelines, and Article 18, Section 15262 of California CEQA Guidelines. RAP staff will file a Notice of Exemption with the Los Angeles County Clerk upon Board's approval.

FISCAL IMPACT

There is no anticipated fiscal impact to RAP's General Fund in applying for the Grant funds. However, upon notification of grant award, a reassessment of any potential impact on the General Fund will be conducted and presented before the Board.

STRATEGIC PLAN INITIATIVES AND GOALS

Approval of this Board Report advances RAP's Strategic Plan by supporting:

- Goal No. 3:** Create and Maintain World Class Parks and Facilities
- Outcome No. 1:** Newly developed open space park projects and the redesign of signature City parks
- Result:** Reconnecting Communities Program funds will develop a new 40 acre park and recreational facility covering approximately one mile of the 101 Freeway.

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This Report was prepared by Yumi Sangen, Management Analyst, Grants Administration, and reviewed by Steven Tran, Senior Management Analyst II and Bill Jones, Chief Management Analyst, Finance Division.

LIST OF ATTACHMENTS

- 1) Attachment 1: Grant Application

Application for Federal Assistance SF-424		
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
* 3. Date Received: Completed by Grants.gov upon submission.	4. Applicant Identifier: LACITY-RAP-RCP22-HCP-Planning	
5a. Federal Entity Identifier: REDACTED	5b. Federal Award Identifier: N/A	
State Use Only:		
6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>	
8. APPLICANT INFORMATION:		
* a. Legal Name: City of Los Angeles, Department of Recreation and Parks		
* b. Employer/Taxpayer Identification Number (EIN/TIN): REDACTED	* c. UEI: REDACTEED	
d. Address:		
* Street1: 221 N Figueroa St, Suite 300	Street2: <input type="text"/>	
* City: Los Angeles	County/Parish: Los Angeles	
* State: CA: California	Province: <input type="text"/>	
* Country: USA: UNITED STATES	* Zip / Postal Code: 90012-4394	
e. Organizational Unit:		
Department Name: City of Los Angeles, RAP	Division Name: Recreation & Parks (Grants)	
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: Mr.	* First Name: William (Bill)	
Middle Name: <input type="text"/>	* Last Name: Jones	
Suffix: <input type="text"/>	Title: Chief Management Analyst	
Organizational Affiliation: City of Los Angeles, Department of Recreation and Parks		
* Telephone Number: (213) 202-5657	Fax Number: n/a	
* Email: bill.jones@lacity.org		

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

69A345 Office of the Under Secretary for Policy

11. Catalog of Federal Domestic Assistance Number:

20.940

CFDA Title:

Reconnecting Communities Pilot (RCP) Discretionary Grant Program

*** 12. Funding Opportunity Number:**

DOT-RCP-FY22-01

* Title:

Reconnecting Communities Pilot Discretionary Grant Program

13. Competition Identification Number:

0001

Title:

Reconnecting Communities Pilot - Planning Grants

14. Areas Affected by Project (Cities, Counties, States, etc.):

Hollywood Central Park Maps.pdf

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

The Hollywood Central Park Project (Project)

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="2,000,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="500,000.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="2,500,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

a. This application was made available to the State under the Executive Order 12372 Process for review on

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

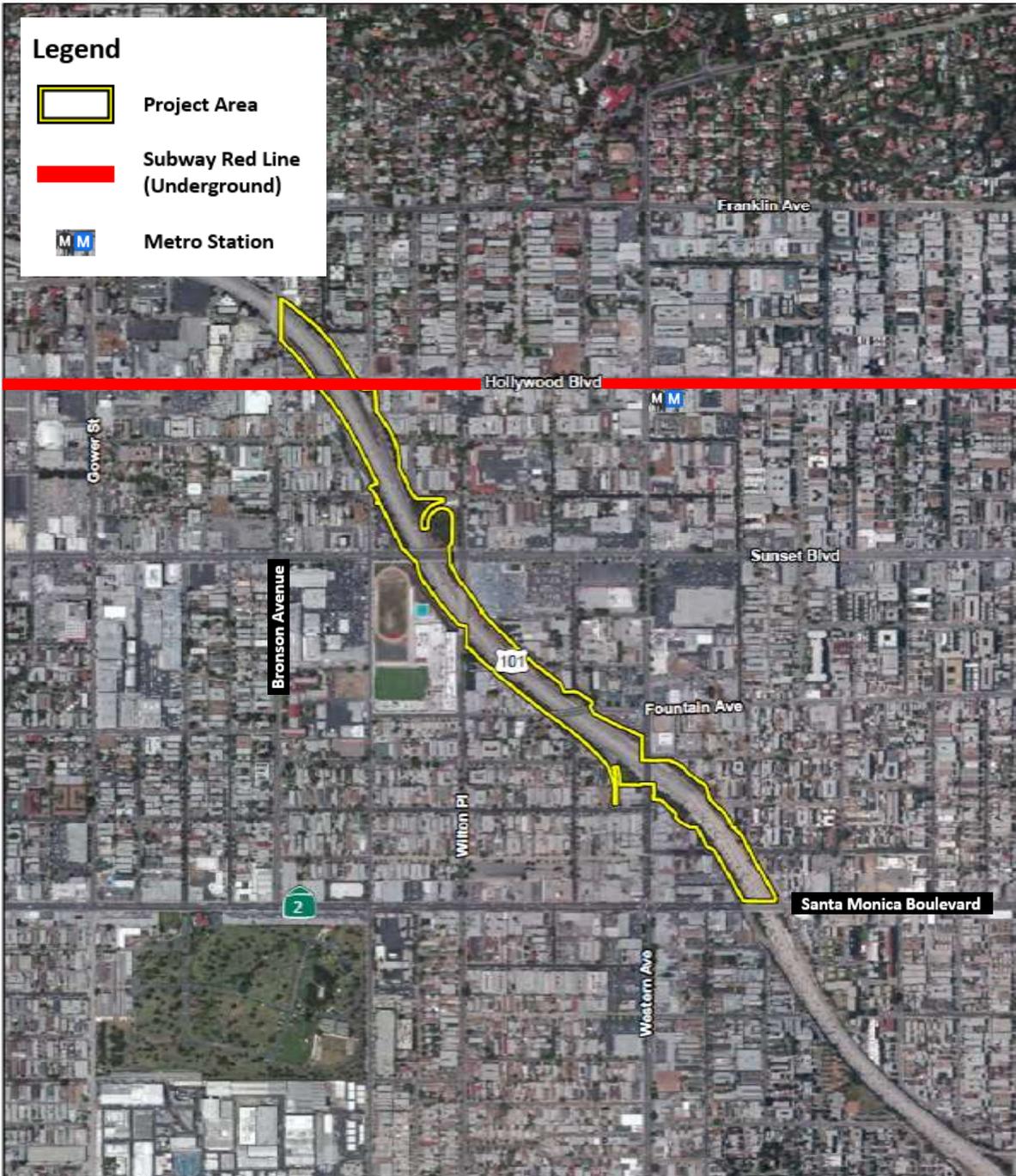
* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:





BUDGET INFORMATION - Non-Construction Programs

OMB Number: 4040-0006
Expiration Date: 02/28/2025

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Public Engagement and Outreach	20.940	\$	\$	\$ 800,000.00	\$ 500,000.00	\$ 1,300,000.00
2. Project Specific Plan	20.940			200,000.00		200,000.00
3. Economic Impact Analysis	20.940			350,000.00		350,000.00
4. Feasibility Analysis	20.940			650,000.00		650,000.00
5. Totals		\$	\$	\$ 2,000,000.00	\$ 500,000.00	\$ 2,500,000.00

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1) Public Engagement and Outreach	(2) Project Specific Plan	(3) Economic Impact Analysis	(4) Feasibility Analysis	
a. Personnel	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
b. Fringe Benefits	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
c. Travel	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
d. Equipment	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
e. Supplies	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
f. Contractual	1,300,000.00	200,000.00	350,000.00	650,000.00	2,500,000.00
g. Construction	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
h. Other	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
i. Total Direct Charges (sum of 6a-6h)	1,300,000.00	200,000.00	350,000.00	650,000.00	\$ 2,500,000.00
j. Indirect Charges	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	\$ <input type="text"/>
k. TOTALS (sum of 6i and 6j)	\$ align="right">1,300,000.00	\$ align="right">200,000.00	\$ align="right">350,000.00	\$ align="right">650,000.00	\$ align="right">2,500,000.00
7. Program Income	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>

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SECTION C - NON-FEDERAL RESOURCES

(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e)TOTALS
8. Measure A Grant (Technical Assistance Program)	\$ <input type="text"/>	\$ <input type="text"/>	\$ 500,000.00	\$ 500,000.00
9. <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
10. <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
11. <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
12. TOTAL (sum of lines 8-11)	\$ <input type="text"/>	\$ <input type="text"/>	\$ 500,000.00	\$ 500,000.00

SECTION D - FORECASTED CASH NEEDS

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ 1,000,000.00	\$ 250,000.00	\$ 150,000.00	\$ 100,000.00	\$ 500,000.00
14. Non-Federal	\$ 500,000.00	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
15. TOTAL (sum of lines 13 and 14)	\$ 1,500,000.00	\$ 500,000.00	\$ 250,000.00	\$ 200,000.00	\$ 550,000.00

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) Grant Program	FUTURE FUNDING PERIODS (YEARS)			
	(b)First	(c) Second	(d) Third	(e) Fourth
16. Reconnecting Communities Pilot - Planning Grant	\$ 1,000,000.00	\$ 500,000.00	\$ 250,000.00	\$ 250,000.00
17. <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
18. <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
19. <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
20. TOTAL (sum of lines 16 - 19)	\$ 1,000,000.00	\$ 500,000.00	\$ 250,000.00	\$ 250,000.00

SECTION F - OTHER BUDGET INFORMATION

21. Direct Charges: <input type="text"/>	22. Indirect Charges: <input type="text"/>
23. Remarks: <input type="text"/>	

ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee- 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.
10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
19. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

<p>SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL</p> <p>Completed on submission to Grants.gov</p>	<p>TITLE</p> <p>Chief Management Analyst</p>
<p>APPLICANT ORGANIZATION</p> <p>City of Los Angeles, Department of Recreation and Parks</p>	<p>DATE SUBMITTED</p> <p>Completed on submission to Grants.gov</p>

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Budget Narrative File(s)

* **Mandatory Budget Narrative Filename:**

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**RECONNECTING COMMUNITIES PILOT PROGRAM
BUDGET NARRATIVE
HOLLYWOOD CENTRAL PARK**

CONTRACTUAL:

1) PUBLIC ENGAGEMENT AND OUTREACH

The Project has a long history and has already undergone extensive community engagement. However, much of the stakeholder and community engagement happened over a decade ago. Therefore there is a need to re-engage with the local community to revisit the Project scope and conceptual design so as to ensure the Project continues to meet community priorities and needs. While the FHCP continues its much needed engagement and organizes delegations to Sacramento and Washington, DC to advocate for the Project, it is critical for the success of the Project for the City to actively and continuously engage with local stakeholders.

Federal Funds - Reconnecting Communities: \$800,000

Local Match Funds - Measure A: \$500,000

2) PROJECT SPECIFIC PLAN

Every city in California is required under State law to have a General Plan that establishes development and conservation goals, as well as the location and intensity of different land uses. A Specific Plan is a planning document that implements the goals and policies of the General Plan and contains detailed development standards and implementation measures to which future projects located within a specified geographic area must adhere. The Project will require the development of a new Specific Plan in order to establish standards of development for the site, and possibly the adjacent areas, that go beyond what the underlying zoning would normally regulate. This would enable the Project to achieve goals that may not ordinarily be attainable through zoning rules alone and help make sure the Project is compatible with the surrounding community.

Federal Funds - Reconnecting Communities: \$200,000

3) ECONOMIC IMPACT ANALYSIS

A detailed and updated project cost analysis must be done of the estimated costs to design, construct, and maintain the Project. Additionally it will be necessary to analyze the costs for any necessary retrofitting or renovation of adjacent streets and rights of way to ensure the local street, bicycle, and pedestrian networks connect to the Project. An economic impact analysis of the Project would be done in order to identify potential revenue sources, and to establish cost and

revenue estimations for the development and operation of the Project. Finally, an analysis would be done of the Project's anticipated economic impact on the local and regional economy as well as opportunities for development and the need for new anti-displacement strategies.

Federal Funds - Reconnecting Communities: \$350,000

4) FEASIBILITY ANALYSIS

The Caltrans Project Study Report –Project Development Support Project Initiation Document identified a series of design, technical, and engineering reports that would be necessary to fully evaluate the Project. This includes risk assessment studies relating to vertical clearance and signage, on and off ramps, geometric design, and hazardous waste. In addition, the State of California has recently updated and revised its methodology for the analysis of the impacts to traffic, air quality, and noise. Therefore it is necessary to update the assessments of the environmental and public health impacts the Project would have on the local community using those new standards.

Federal Funds - Reconnecting Communities: \$650,000

Project Narrative File(s)

* **Mandatory Project Narrative File Filename:**

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OVERVIEW

The Hollywood Central Park Project (Project) proposes to cover an approximately one mile portion of the United States (U.S.) 101 Freeway in the City of Los Angeles (City) in order to create an approximately 40-acre park and recreational facility. The Project is located on a section of the U.S. 101 Freeway, between Bronson Avenue and Santa Monica Boulevard, which is below the level of the street. The Project is proposed to be constructed above the freeway on an engineered deck and support structure in order to develop a street-level public park and recreational facility. Once implemented, the Project would provide a large new public park in a neighborhood where a large percentage of residents do not live in close proximity to a public park or recreational facility and would help reconnect neighborhoods that were divided by the construction of the U.S. 101 Freeway.

The construction of this segment of the U.S. 101 Freeway led to the collapse of local neighborhoods and divided the Hollywood community. The U.S. 101 Freeway was one of the first freeways to be built through a heavily populated area and required the acquisition and demolition of hundreds of homes and businesses. The U.S. 101 Freeway remade and reoriented adjacent neighborhoods chiefly to benefit vehicle travel. The development of the U.S. 101 Freeway completely transformed the landscape of the local community by replacing small middle-class homes, duplexes, and bungalow courts with an inhospitable and inaccessible concrete trench that separated low-income and middle-class families from each other, their families, friends, and businesses. The demolition and division of the community led to a loss of the community's economic and social critical mass and triggered a prolonged period of decline in the vitality and well-being of surrounding communities. One of the chief lessons of the post-war urban freeway building boom in the United States is that it served chiefly to destroy, devalue, and depopulate urban neighborhoods – with a seemingly specific focus on the routing freeway alignments through minority and low income communities. Altogether, the State demolished 90 buildings, and moved 1,728 structures to clear the right-of-way for the U.S. 101 Freeway. If the U.S. 101 Freeway continues to exist in its current form, it will continue to reinforce the division, isolation and decline it has brought in the first place.

The Hollywood Central Park Project is an innovative project that would help alleviate the barriers and inequities caused by the construction of the U.S. 101 Freeway. The Project would reunite divided neighborhoods, provide enhanced mobility and connectivity options, and help revitalize one of the densest, economically disadvantaged, and underserved communities in the City of Los Angeles. This catalytic community project has broad support from a diverse group of stakeholders, including residents, businesses, state and local agencies and elected officials. The Project is an example of individuals and institutions working together to solve complex community problems and create meaningful change.

The origins and vision for the need for this Project date back over 40 years. In 1977, longtime Hollywood resident and landscape architect, Edward V. Hunt had a vision to create much needed open space in Hollywood by building a “cap” over the U.S. 101 Freeway where the freeway formed a trench below grade. In 2006, local community members and stakeholders, including the Hollywood Chamber of Commerce, revisited the idea of putting a “cap” over the Hollywood

Freeway where it dropped below grade. Through the dedication of Chamber Board Members Don Scott, Jeff Briggs, and Laurie Goldman, a coalition was formed to gather support within the greater Hollywood area and from local, state, and federal agencies and elected officials. A feasibility study was commissioned through funding provided by the City, the local redevelopment agency, and through corporate and individual donations. With active community-wide participation, and multiple community engagement meetings to receive input and ideas from residents and businesses, a high-level study was produced in 2008 detailing engineering and design ideas that demonstrated that “capping” the Hollywood Freeway was both technically and functionally feasible. In 2009, advocates and supporters of the proposed Project established a 501(c)(3) nonprofit public benefit corporation, called Friends of the Hollywood Central Park (FHCP), in order to raise funds, community interest and support for the development of the Project. One of the priority objectives for the group was to help identify and secure the funding needed for the environmental analysis and the associated technical documentation for the proposed Project. In 2012, FHCP released a request for proposals for the preparation of the environmental impact analysis and related technical studies and documents for the proposed Project and soon after selected a consultant team to prepare the environmental documentation. In 2013, the State of California Department of Transportation (Caltrans), the State agency responsible for highway and bridge planning, construction, and maintenance, issued a memorandum delegating CEQA Lead Agency status for the Project to the City of Los Angeles. In 2014, the City approved a contract with FHCP and their consultant team to provide services in connection with the preparation of the environmental impact analysis, and related technical studies for the Project. An Initial Study was produced in August 2014. In September 2014, a scoping meeting was held. In April 2015, Caltrans and the City agreed on a Project Study Report – Project Development Support Project Initiation Document that identified alternatives to the proposed Project and highlighted the issues the project proponent must analyze in order to advance the project, which included the environmental issues in the Environmental Impact Report/Environmental Assessment (EIR/EA). In April 2016, Caltrans and the City signed a Collaboration Agreement that defined the roles and the tasks of each agency in the approval process. In 2019, FHCP facilitated the preparation of a draft EIR/EA and submitted the document to the City for review. The City reviewed the draft EIR/EA and identified and highlighted numerous issues that needed to be addressed. Unfortunately, due to contractual issues between FHCP and their consultant team, no further action was taken on the draft EIR/EA document.

Despite the setback on the development of the EIR/EA, the City still maintains a high interest in the continued development of the Project. The U.S. 101 Freeway in Hollywood remains a scar on the landscape and a barrier to community connectivity and cohesion. The communities adjacent to the Project site continue to undergo redevelopment. The U.S. 101 Freeway must be addressed in order to meaningfully reconnect the community. The Project remains both a viable and transformational opportunity, to do so. The Project would:

- Reconnect communities that were separated more than 60 years ago by the construction of the U.S. 101 Freeway in Hollywood.

- Create a park and recreational space that could provide a mixture of passive and active recreational opportunities, cultural events and open space in an area with limited access to parks and open space.
- Establish a new public open space that reflects community input and expectations regarding the need for park and recreational amenities.
- Create a community focused park that is primarily designed to serve residents of the surrounding communities by developing a multicultural park that serves a diverse group of people of all ages that is representative of the Hollywood community as a whole.
- Use state-of-the-art technology to create an ecologically sensitive and safe park.
- Improve vehicular circulation in the surrounding area by providing alternative modes of transportation through the creation of new uninterrupted pedestrian paths, a continuous bicycle path, and a more integrated local bicycle network.
- Preserve and enhance the local neighborhood character.
- Strengthen the local economy through job creation, promotion of resource efficient new infill development and increased tourism dollars by investing in the existing community and revitalizing an economically disadvantaged urban community.
- Serve as a national model for the creation of new green open space in a dense urban environment.
- Reduce the effects of climate change and greenhouse gas emissions by deprioritizing automobile usage and fuel consumption; promoting walking and biking; demonstrating energy efficiency and conservation.
- Promote healthier lifestyles; enhance environmental and social justice by mitigating the impact of an existing urban freeway; and reduce environmental burdens and risks by putting a “cap” over the open freeway trench.

The proposed Reconnecting Communities Planning Grant for the Hollywood Central Park Project would be used for essential planning and technical studies necessary to restart work on the Project, build on the extensive work and engagement that has previously been completed, and to advance the Project forward towards construction. Specifically the Reconnecting Communities Planning Grant would provide funding for the following Activities:

1. Public Engagement and Outreach
 - The Project has a long history and has already undergone extensive community engagement. However, much of the stakeholder and community engagement happened over a decade ago. Therefore there is a need to re-engage with the local community to revisit the Project scope and conceptual design so as to ensure the Project continues to meet community priorities and needs. While the FHCP continues its much needed engagement and organizes delegations to Sacramento and Washington, DC to advocate for the Project, it is critical for the success of the Project for the City to actively and continuously engage with local stakeholders.
2. Project Specific Plan
 - Every city in California is required under State law to have a General Plan that establishes development and conservation goals, as well as the location and intensity of different land uses. A Specific Plan is a planning document that

implements the goals and policies of the General Plan and contains detailed development standards and implementation measures to which future projects located within a specified geographic area must adhere. The Project will require the development of a new Specific Plan in order to establish standards of development for the site, and possibly the adjacent areas, that go beyond what the underlying zoning would normally regulate. This would enable the Project to achieve goals that may not ordinarily be attainable through zoning rules alone and help make sure the Project is compatible with the surrounding community.

3. Economic Impact Analysis and Project Cost Feasibility Reports

- A detailed and updated project cost analysis must be done on the estimated costs to design, construct, and maintain the Project. Additionally it will be necessary to analyze the costs for any necessary retrofitting or renovation of adjacent streets and rights of way to ensure the local street, bicycle, and pedestrian networks connect to the Project. An economic impact analysis of the Project would be done in order to identify potential revenue sources, and to establish cost and revenue estimations for the development and operation of the Project. Finally, an analysis would be done of the Project's anticipated economic impact on the local and regional economy as well as opportunities for development and the need for new anti-displacement strategies.

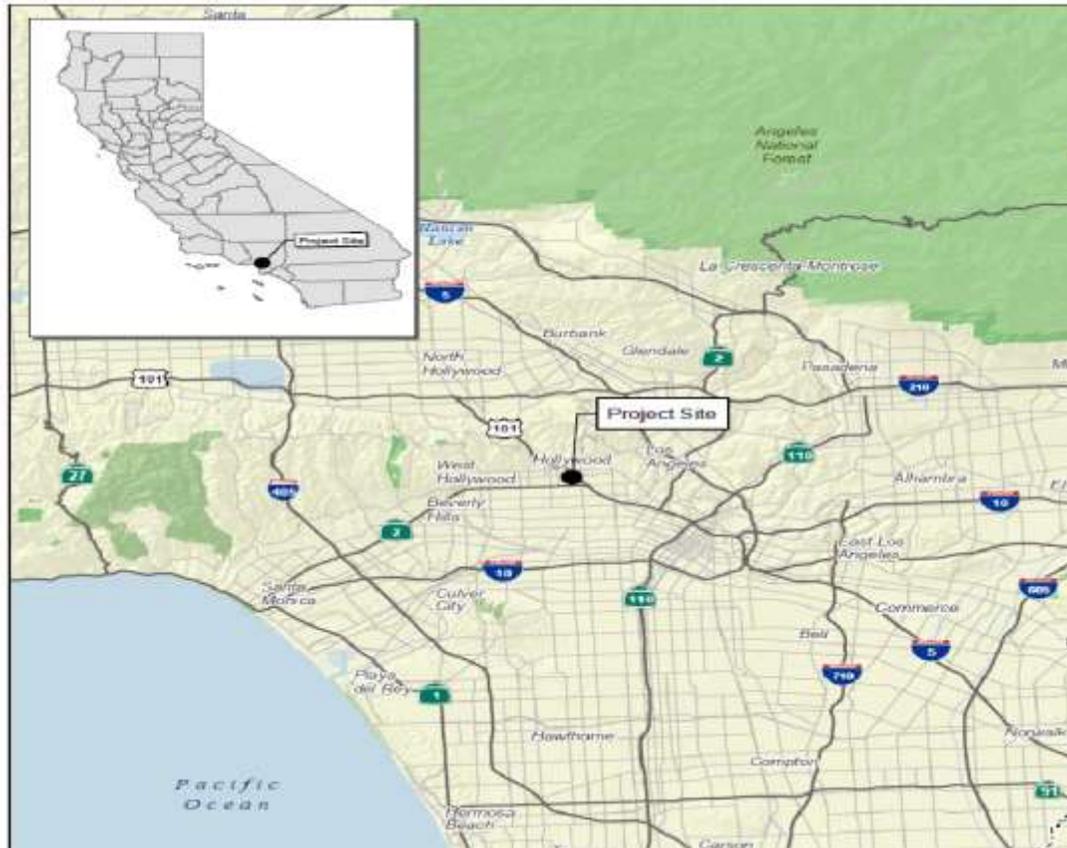
4. Feasibility Analysis including Technical Engineering Reports and Traffic/Transportation Studies

- The Caltrans Project Study Report –Project Development Support Project Initiation Document identified a series of design, technical, and engineering reports that would be necessary to fully evaluate the Project. This includes risk assessment studies relating to vertical clearance and signage, on and off ramps, geometric design, and hazardous waste. In addition, the State of California has recently updated and revised its methodology for the analysis of the impacts to traffic, air quality, and noise. Therefore it is necessary to update the assessments of the environmental and public health impacts the Project would have on the local community using those new standards.

LOCATION AND MAP

The Project is located in the State of California, the County of Los Angeles, and the City of Los Angeles. The Project is located approximately 4 miles northwest of downtown Los Angeles, within the Hollywood community. The community of Hollywood covers almost 25 square miles, extending from the foothills of the Santa Monica Mountains, roughly south of the cities of Burbank and Glendale, west of the LA River, and east of the cities, West Hollywood and Beverly Hills. Streets in the flatlands are laid out in a grid pattern while the street pattern in the hills are generally circuitous and narrow. The Metro Red Line Subway connects Hollywood to the San Fernando Valley and downtown Los Angeles and there are two subway stops within a few blocks of the Project site. The U.S. 101 Freeway traverses the Hollywood community from north to south. Major transportation corridors traverse the Project site, including Hollywood, Sunset, and Santa Monica

Boulevards which provide east-west circulation, and Western Avenue and Wilton Place which provide north-south circulation.



The Project site encompasses the air space above approximately one mile of the U.S. 101 Freeway, extending from the Santa Monica Boulevard overpass to a point just north of the Hollywood Boulevard overpass, along North Bronson Avenue. The Project is located between post miles 5.5 and 6.7 of the U.S. 101 Freeway.

The Project is located within the Caltrans right-of-way, and varies in width between 200 and 300 feet. The U.S. 101 Freeway is an eight-lane limited access highway that provides regional access within the City and County of Los Angeles. The Caltrans right-of-way is lined with either chain-link fence or block walls that prohibit access other than designated on- and off-ramps. Within the Project site, the U.S. 101 Freeway is located between 14-feet, 9-inches and 16-feet, 2-inches below the surrounding grade, with landscaped slopes or concrete retaining walls lining the edge of pavement. Emergency stairs, lighting, and signage are located throughout the proposed project site. There are nine on/off ramps and eight structures, including seven overcrossings, or bridge structures, and one off-ramp undercrossing. The Project is proposed to be built from right-of-way to right-of-way and will not require the acquisition of any additional property.

The surrounding neighborhoods consist of a mixture of residential and mixed use commercial and public use. The U.S. 101 Freeway physically, socially, and culturally disconnected the

neighborhoods through which it was constructed. The U.S. 101 Freeway similarly disconnected the urban street grid. Its construction severed thirteen neighborhood streets throughout the project site, removing street level neighborhood access to the existing transportation network. As a result, pedestrian movement is limited to discrete and uninviting roadway overpasses, and access in this area is focused on vehicular circulation. As a result, community-oriented pedestrian activities are passively discouraged and there is little sense of community, opportunity for social gathering or access to healthy outdoor activity. Therefore, there is a need for more community-oriented space and programs, to encourage social and cultural exchange among neighborhoods on each side of the U.S. 101 Freeway, and to support a healthy community.

The portion of the Hollywood community within a mile radius of the Project site is a mixed-use, densely populated area of approximately 90,000 people that has a substantial park deficit. The areas to the west of the Project site include Hollywood’s historic entertainment district, its major tourist centers and hotels, high density developments, and the Media District. The areas to the east of the Project site include a major medical facility cluster in East Hollywood as well as many smaller scale commercial corridors and residential neighborhoods. The U.S. 101 Freeway has created significant barriers to community connectivity, including mobility, access, and economic development. The number of annual visitors to Hollywood is near 25 million people, so depending on the hour or season thousands of people may be in Hollywood to shop, work, tour, seek entertainment, or spend the night in a hotel. The separation of communities by highway infrastructure creates divisions that prevent connectivity between neighborhoods.



MERIT CRITERIA #1: EQUITY, ENVIRONMENTAL JUSTICE, AND COMMUNITY ENGAGEMENT

The neighborhoods surrounding the U.S. 101 Freeway are defined as Disadvantaged Communities (California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code) that are low-income areas that are disproportionately affected by environmental pollution and other hazards which can lead to negative health effects, exposure, or environmental degradation. Because Hollywood's low-income communities and communities of color live in neighborhoods adjacent to the U.S. 101 Freeway, there is a higher share of concrete surfaces such as the freeway, buildings, and parking lots, and a limited number of trees and parks.

Additionally, the Project is located in the Los Angeles Promise Zone, a Federal Promise Zone. The Federal Promise Zone program was launched in 2013 as a comprehensive approach to addressing persistent poverty in disadvantaged communities. The Los Angeles Promise Zone is a collective impact project involving leaders from government, local institutions, nonprofits and community organizations that targets resources to create jobs, boost public safety, improve public education and stimulate better housing opportunities for Angelenos. The Los Angeles Promise Zone includes the neighborhoods of Hollywood and East Hollywood, among others, and is home to approximately 165,000 residents, of whom 35% live in poverty. Nearly one-quarter of Promise Zone households earn less than \$15,000 each year, and educational attainment for adults is weak with 35% of the population 25 years of age and older having obtained less than a high school diploma. The Los Angeles Promise Zone also has high school dropout rates, high unemployment, and a shortage of affordable housing. Large shares of recent immigrant populations hailing from Latin America, Asia and Eastern Europe live in this area.

Fair and healthy equity and environmental actions require addressing the inequities that create and intensify community vulnerabilities through strategically directing investments. It is important to engage with disadvantaged communities and acknowledge that prior planning and policy decisions contributed to disproportionate burdens being placed on the community, putting their health at risk. Understanding local history and establishing trust better facilitates meaningful engagement that includes participation, respect, social inclusion, communication, and information.

The Project would have a significant positive impact on the local community. The Project and its recreation infrastructure and facilities would promote conservation and environmental sustainability, resilience, and adaptation to environmental change; provide climate-responsive carbon mitigation and carbon/reduction strategies through the introduction of urban forestry and green space; generate thousands of direct and indirect jobs during construction, operation, and maintenance; provide a foundation for place-based economic development and serve as a powerful catalyst for community development spurring the opening of local restaurants and other businesses; promote active lifestyles and building healthy communities in order to help lower health care costs; foster community pride, create destination-oriented places, and connect people to each other and nature; and improve the aesthetics of the area by capping the Hollywood Freeway.

Based on the critical evaluation of the barriers created by the U.S. 101 Freeway, the environmental challenges affecting the local community and the potential solutions, the Project offers the most cost-effective approach to confronting these multifaceted challenges and is an ideal use of federal dollars. Parks are a community investment that pay back five times more than is spent to build the park – and that continue to pay dividends long into the future.

A significant portion of the Project budget would go towards an extensive, transparent, and inclusive stakeholder engagement. The first task of the Project would be to develop a Project communication and outreach plan that would identify how best to reach and connect to the varied stakeholders who would be impacted by the Project. The Project would engage in ongoing and continuous feedback with local stakeholders; hosting dialog and listening sessions; and, provide regular updates and presentations to neighborhood councils, community groups, organizations, and associations. The Project communication and outreach plan would identify potential external barriers for participation such as time conflicts, or access to transportation and childcare, as well as internal barriers such as use of jargon, meeting format, language and translation barriers, power dynamics, and level of prior knowledge regarding the Project, equity, environment, and the economy. All activities will be conducted in a way that is accessible, transparent, and inclusive to meet the unique needs of people living within the local neighborhoods. A detailed and updated community website, modern targeted outreach tools, and a mixture of virtual and in person meetings would help foster stakeholder on-going engagement.

MERIT CRITERIA #2: MOBILITY AND COMMUNITY CONNECTIVITY

The U.S. 101 Freeway represents a significant barrier to community connectivity, mobility, and access. Beyond physically dividing the neighborhood, the U.S. 101 Freeway creates an inhospitable environment for pedestrians, cyclists, scooters, and others who are traversing the Hollywood community from east to west. The current bridges over the U.S. 101 Freeway provide limited or no sidewalks, and the many freeway on and off ramps create additional crossings and dangerous conflict points that discourage non-automobile traffic.

The Project proposes to remove that barrier by creating a street level public park that would reconnect the communities that are divided, physically and economically, by the freeway. Because of the significant barriers created by the U.S. 101 Freeway, the Project is designed to reinforce walkability, bike-ability, and well-being by reconnecting approximately 1 mile of east west streets currently blocked by the freeway sound walls that isolate and divide neighborhoods, and do very little to mitigate the intense freeway noise. The Project would provide a network of pedestrian and bike paths and places within the park to allow people of all ages to participate in year-round activities and programs. The Project would restore and enhance connections to surrounding communities and neighborhoods with networks of gathering places and links for pedestrians and bikers. Furthermore, it would create access to public transportation options, and develop inviting and accessible transit areas that ensure connections and mobility.

As the 2008 Project feasibility study revealed, access to resources is a vital component of a livable, vibrant community. Ensuring equitable access and connections to public services and amenities such as community centers, libraries, public transit, parks and recreation facilities, and safe

drinking water and wastewater services, are all important components of livable communities and neighborhoods. The Project would bolster the creation of new paths, routes, and lanes that facilitate movement of traffic throughout the Hollywood community and could identify ways to connect to future City streetscape plans as a means to further cultivate and promote a more walkable and livable pedestrian experience.

The Project would provide a local, immediate, and dramatic example of a large-scale multifaceted public infrastructure project that could showcase many innovative, creative, sustainable, and regenerative technologies, surrounding the application and integrated management of water and energy resources, air quality, and recycled/recyclable materials. The Project would serve as a model of a new resilient, green, and transformative vision of Los Angeles, particularly as the City has many similar freeway segments that are located below grade. The Project would create vibrant public open spaces and activity centers where communities could engage with each other and nature. Creating unique activity anchors at key intersections that nurture the character of each neighborhood is fundamental to reconnecting the Hollywood community.

The Project would utilize and integrate the City of Los Angeles' 10 principles of urban design, which are guidelines based on a holistic urban vision. The Project design would concentrate on imperatives related to movement (developing inviting and accessible transit areas, ensuring connections and producing green streets), health (reinforcing walkability, bike-ability and well-being, bridging the past and the future, generating public open space and nurturing neighborhood character) and resilience (stimulating sustainability and innovation, improving equity and opportunity and emphasizing early integration, simple processes and maintainable solutions).

Finally, the Project would offer the opportunity to reassess the condition of, and continuing need for, the nine freeway on and off ramps within the Project site. The Project offers an opportunity to study the need to remove, replace, or significantly reconstruct these on and off ramps and to evaluate their condition and suitability in light of newer current standards for the design and placement of freeway ramps.

MERIT CRITERIA #3: COMMUNITY-BASED STEWARDSHIP, MANAGEMENT, AND PARTNERSHIPS

The Project would establish a new Community Oversight Advisory Committee to help guide the development of the Project communication and outreach plan; make recommendations on and monitor the implementation of the Project Specific Plan, the Economic Impact Analysis, and the non-technical elements of the Feasibility Analysis. The proposed Community Oversight Advisory Committee would be composed of a large and diverse group of individuals from community-based organizations, local Hollywood institutions, area businesses, community civic organizations, and State and local government. The Community Oversight Advisory Committee would also include a smaller Technical Advisory Committee that would provide more detailed input on the technical documents and reports.

One goal of the Community Oversight Advisory Committee would be to create a framework for community participation that builds a sense of ownership and empowerment among stakeholders. When the U.S. 101 Freeway was built, the needs and desires of the local residents were ignored.

The Project would provide an opportunity to redress that mistake and develop a framework for the Project that works for and with the local community, not against it.

MERIT CRITERIA #4: EQUITABLE DEVELOPMENT AND SHARED PROSPERITY

The Project's proposed Community Oversight Advisory Committee will help guide and focus the Project in order to maximize Project benefits and create meaningful and equitable impact in the local community. Local stakeholders would be empowered to take on the duties, obligations, and management of core tasks required to finally advance the Project from vision to reality. Their imagination, resourcefulness, on the ground knowledge, and support of the local community are invaluable assets to the Project.

The Community Oversight Advisory Committee will help identify locally tailored strategies to help minimize displacement and gentrification. For example, historically Specific Plans in Los Angeles are initially drafted and developed by City staff or by project proponents, which heavily influences the plans and programs that are included in those planning documents. The Project proposes to upend that dynamic by putting the community at the table at the earliest stages of the development of that policy document. Too often the community's input is left for the latter stages of a project, when it is far too late to make meaningful changes. The design of the Project's Community Oversight Advisory Committee would promote equitable community involvement in the Project, so the voices and needs of all are incorporated as early as possible.

The Project will be a landmark infrastructure and creative place-making project that would contribute significantly toward the long-term livability of Hollywood and transform the freeway into a dynamic, beautiful, sustainable place by promoting safe communities, healthy lifestyles, and long-term economic security. It is an ambitious project that would utilize alternative land use plans and integrate strategies to provide tangible benefits for the economy, increase socioeconomic opportunities, and significantly advance environmental justice by helping to right a historical harm.

ATTACHMENTS FORM

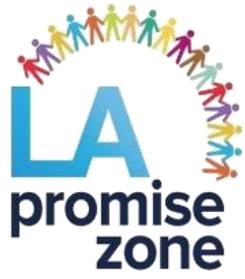
Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	Hollywood Central Park Maps.p	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	Los-Angeles-Promise-Zone.pdf	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	RCP-Key-Info-Table-Amended- H	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	10.12.2022.Reconnecting Commu	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	Measure A - Non-Federal Match	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6		Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7		Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8		Add Attachment	Delete Attachment	View Attachment
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Los Angeles Promise Zone

Supporting People in Place

Presentation to:

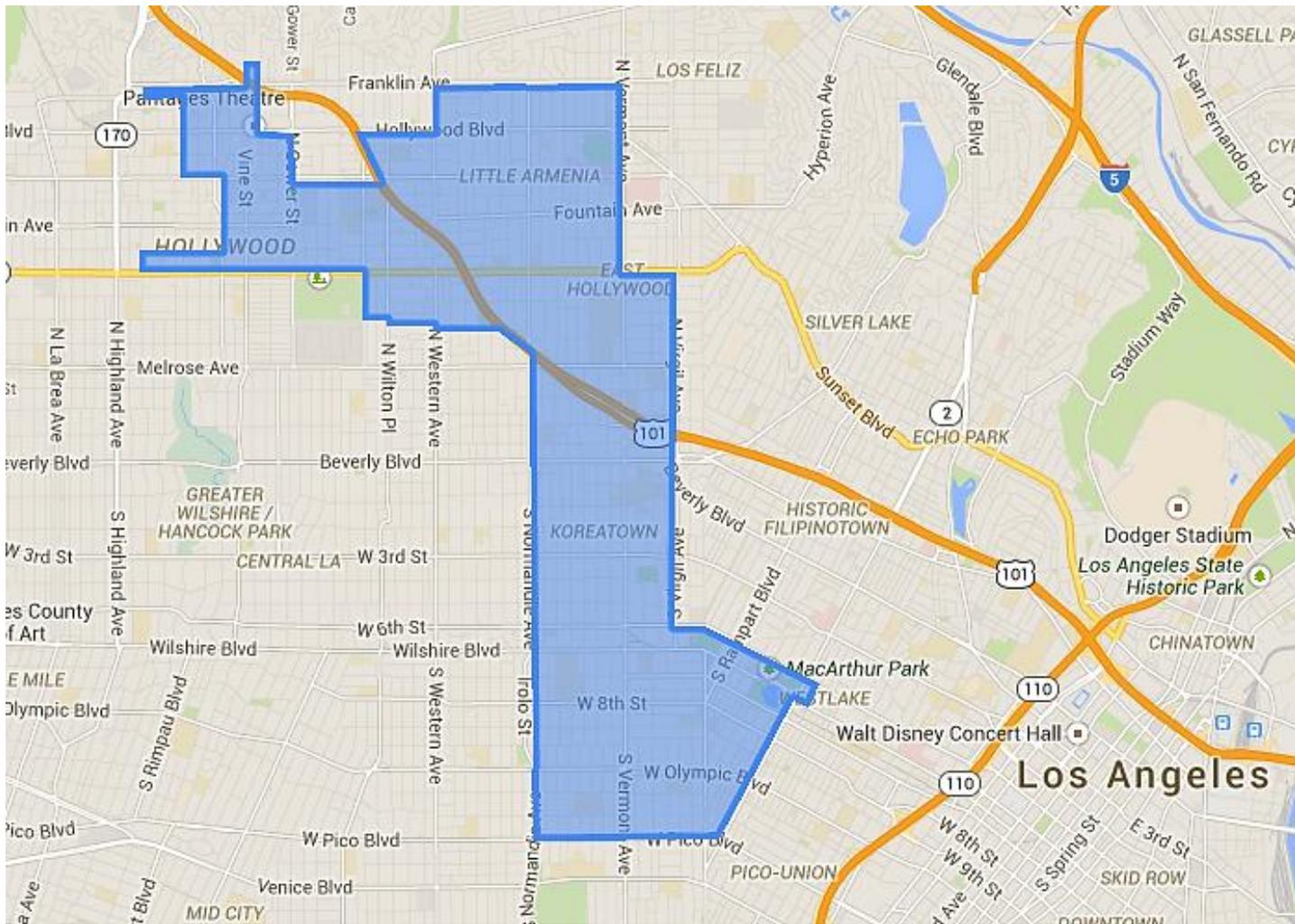
California Opportunity Zones and
Promise Zones Webinar

November 12, 2019

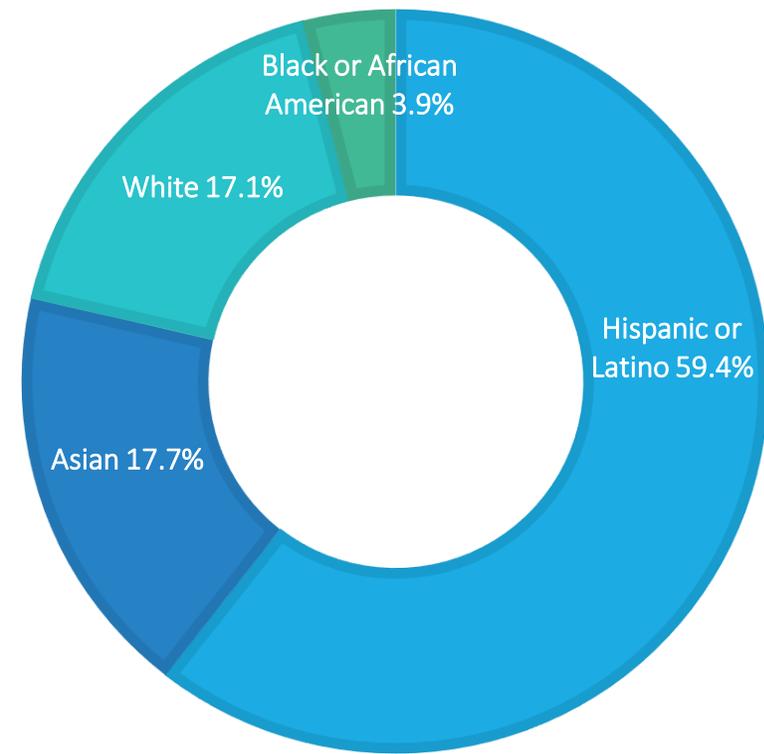




LA Promise Zone Communities



POPULATION BY RACE

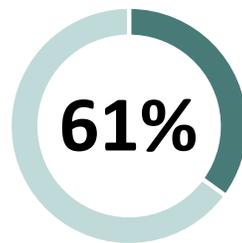




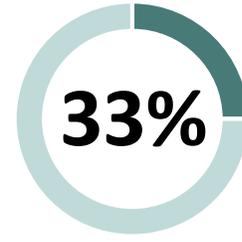
LA Promise Zone Demographics



PROMISE ZONE POPULATION
173,935



OF POPULATION LIVES IN **POVERTY***



OF HOUSEHOLDS EARN **LESS THAN \$20,000 PER YR**



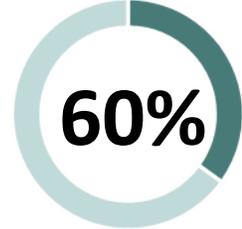
OF THOSE 25 YRS OF AGE & OLDER DO NOT HAVE A HIGH SCHOOL **DIPLOMA**



15%
DROPOUT RATE, WHICH IS OVER TWICE THE NATIONAL AVERAGE



OF RESIDENTS ARE **UNEMPLOYED**



OF FAMILIES ARE **RENT BURDENED****



OF POPULATION WERE **BORN OUTSIDE OF THE UNITED STATES**

*Defined as living 185% below the federal poverty line

**Defined as paying more than 30% of household income on rent



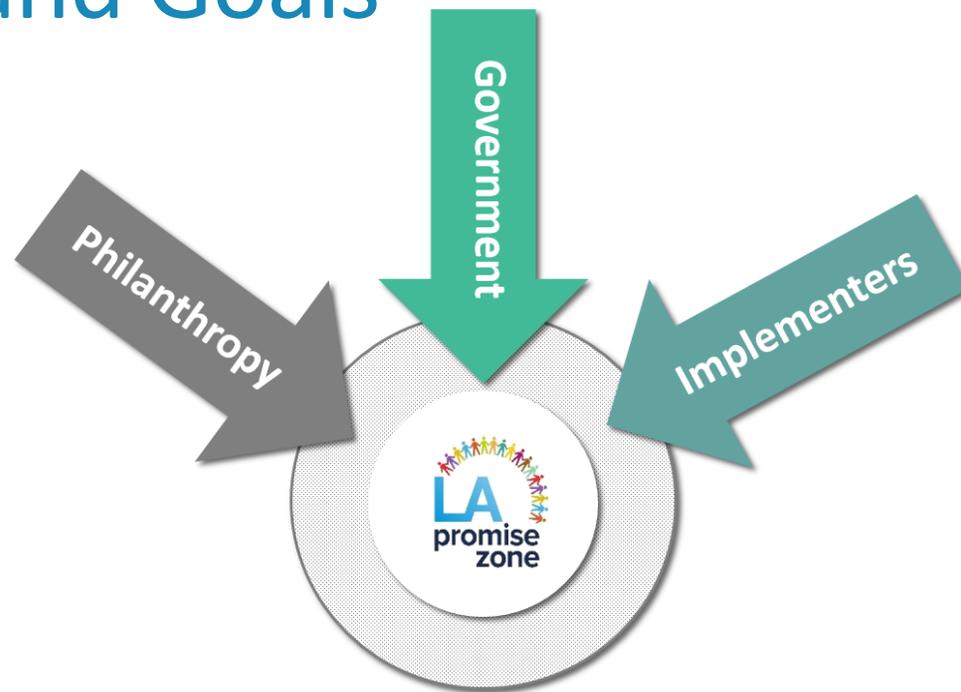
LA Promise Zone Mission and Goals

MISSION

The Los Angeles Promise Zone is focused on creating a **collective impact** project that targets resources to create jobs, boost public safety, improve public education, and stimulate better housing opportunities for residents and neighborhoods.

GOALS

-  Create Economic Opportunity
-  Improve Educational Opportunities
-  Make Our Neighborhoods Safe
-  Build Equitable, Livable and Sustainable Communities



PHILANTHROPY

- Provides financial & technical support for strategy development
- Operating support for implementers
- Capacity building

GOVERNMENT

- Shapes implementation through planning
- Service delivery & capital improvements

IMPLEMENTERS

- Deliver projects & services day to day
- Involve residents & other stakeholders consistently
- Gather & report performance data



LA Promise Zone Partners

AFFORDABLE HOUSING

ArtSpace
The Actor's Fund
Hollywood Community Housing Corporation (HCHC)
Korean Churches for Community Development (KCCD)
Local Initiatives Support Corporation (LISC)
McCormack Baron Salazar (MBS)
Partnering for Change (PFC)
Pico Union Housing Corporation
PATH Ventures
St. Anne's

ECONOMIC DEVELOPMENT

Archdiocesan Youth Employment Services (AYE)
Central City Neighborhood Partners (CCNP)
DreamFutures Institute
GO! Goldman Organization
Koreatown Youth and Community Development (KYCC)
Los Angeles Area Chamber of Commerce
MCS Hollywood WorkSource Center
OperationHOPE, Inc. (HOPE)
Pacific Asian Consortium in Employment
Peru Village LA
Thai Community Development Center (Thai CDC)
The Mission Continues

CIVIC PARTICIPATION

Central Hollywood Neighborhood Council (CHNC)
East Hollywood Neighborhood Council (EHNC)
Pico-Union Neighborhood Council (PUNC)
Salvadoran American Leadership & Educational Fund (SALEF)

EDUCATION

826LA
The Actor's Gang
Alma Community Outreach
ArtworxLA
Boys and Girls Club of Hollywood
City Year
Communities in Schools
Create Now
Earth Echo International
First 5 LA
GEAR UP 4 LA
The Harmony Project
Heart of Los Angeles (HOLA)
L.A.C.E.R Afterschool Programs
Los Angeles Philharmonic
Los Angeles Community College District
Los Angeles County Office of Education
Los Angeles Unified School District
P.F. Bresee Foundation
SIATech, Inc. Charter High School
Spark
UCLA Community Based Learning Program (CBL)
USC Sol Price Center for Social Innovation
Youth Policy Institute (YPI)

GOVERNMENT

Los Angeles City Attorneys Office
Los Angeles County

HEALTH AND WELLNESS

Aviva Family and Children's Services
Children's Hospital Los Angeles
Children's Institute Inc. (CII)
Clínica Romero
Friends of the Hollywood Central Park (FHCP)
Global Green USA
Hollywood Beautification Team (HBT)
Levitt Pavilion Los Angeles
Los Angeles Contemporary Exhibits
Los Angeles Food Policy Council
Los Angeles LGBT Center
Los Angeles Neighborhood Land Trust
Los Angeles Universal Preschool
People Assisting the Homeless (PATH)
People for Parks
Prevencion y Rescate (Prevention & Rescue)
SOS Mentor
Sustainable Economic Enterprises of Los Angeles
Trust for Public Land
Up2Us Sports
Visionary Youth Center

LEGAL

Central American Resource Center (CARECEN)
Public Counsel



LA Promise Zone Leadership Council & Working Groups

City of Los Angeles
Mayor's Office of
Economic Opportunity
is the Lead Agency for
the Los Angeles Promise
Zone

LEADERSHIP COUNCIL
Oversees the progress & implementation of the partnership strategies, promotes activities & projects, helps identify funding opportunities, evaluates & recommends prospective partners.

WORKING GROUP FACILITATORS

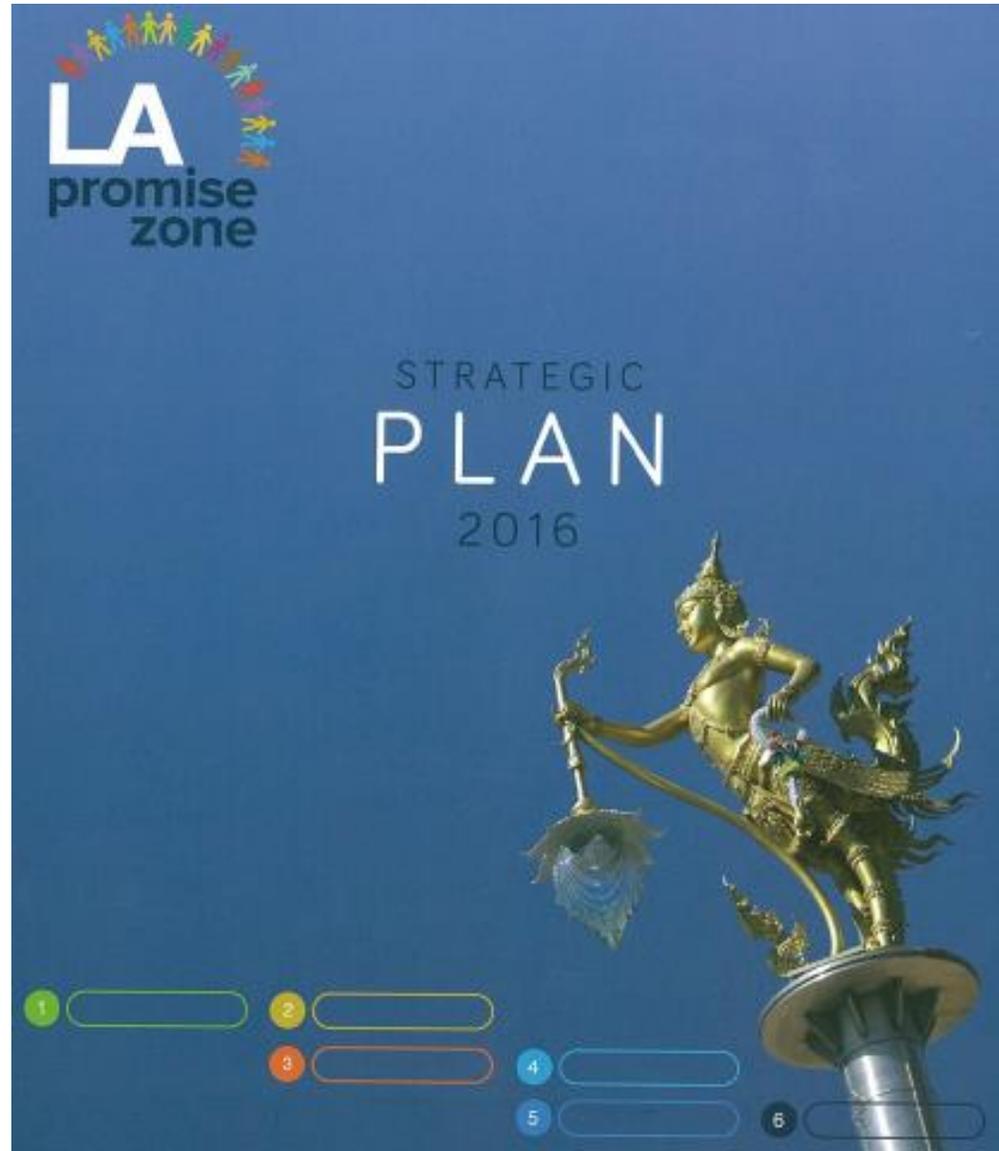
WORKING GROUPS
Identifies community challenges, identifies concrete strategies & efforts, applies for funding & implements strategies, and tracks results.



The purpose of the Working Groups is to accomplish the four goals of the Promise Zone by developing and implementing strategies and programs.



LA Promise Zone Strategic Plan





LA Promise Zone Strategic Plan – Strategic Objectives

1	Create Economic Opportunity	<ul style="list-style-type: none">• Employ innovative economic development strategies• Strengthen job training and placement programs• Support small businesses and entrepreneurs• Support family success
2	Improve Educational Outcomes	<ul style="list-style-type: none">• Improve school-readiness• Improve grade promotion and graduation rates at all levels• Improve student preparedness for college and career• Increase college readiness, enrollment, and graduation
3	Make our Neighborhoods Safe	<ul style="list-style-type: none">• Address public safety and quality of life concerns• Provide gang prevention and intervention services• Promote safe routes to school
4	Build Equitable, Livable & Sustainable Communities	<ul style="list-style-type: none">• Reduce and end local homelessness• Preserve, maintain and expand supply of affordable housing• Focus resources on sustainable neighborhood infrastructure



LA Promise Zone Strategic Plan – Strategic Objectives

5	Build Accountability and Communication Systems	<ul style="list-style-type: none">• Facilitate internal team communications• Identify community needs and gaps in services• Develop and maintain relevant metrics and initiative score card• Engage in relevant research, program design and implementation
6	Engage Stakeholders	<ul style="list-style-type: none">• Develop communication tools and strategies for external audiences• Provide staff support for working groups and leadership council• Leverage the expertise and success of partner organizations to benefit the Partnership and Initiative• Involve every neighborhood in the LA Promise Zone

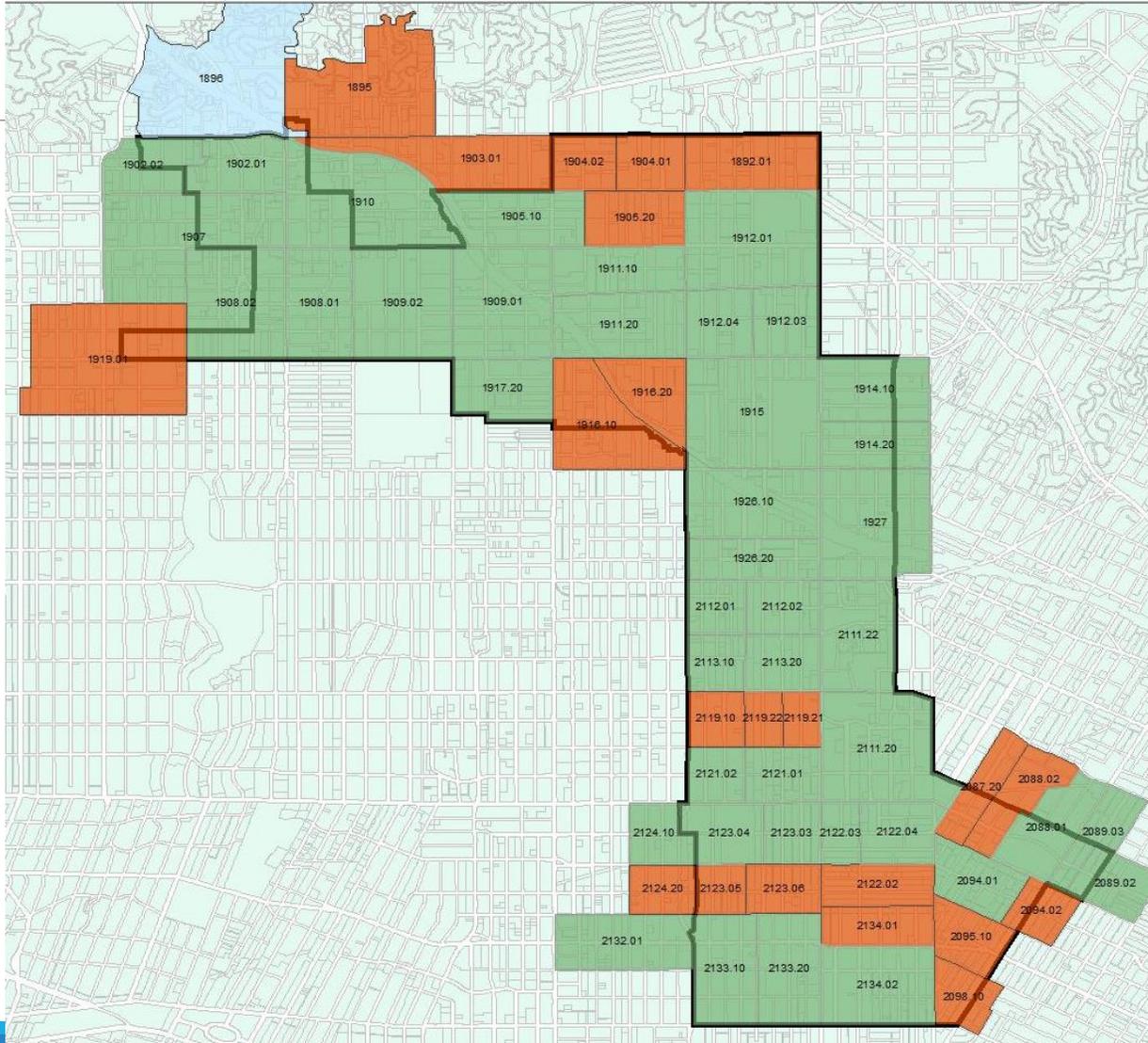


LA Promise Zone Major Accomplishments

- Awarded 67 Federal Grants for over \$310 million
 - Awards from 14 Federal Agencies
 - Awarded to 25 different LA Promise Zone Partners
 - Over 82% in Funding Awarded to Different LA Promise Zone Partners
- 4 Working Groups; 3 Task Forces (Early Childhood Education, HomeZone; Data and Evaluation) and Myriad of Action Planning Teams
- Working Groups create and have implemented Action Plans Annually focused on collective action
 - Community Foods Project
 - Digital Connections for Seniors
 - Addressing Overcrowded and Substandard Housing Conditions
 - Community Based Crime Reduction in High Crime Park
 - And Many More
- Grew Collective Impact from 49 Partners to Over 75 along with more than 80 Supporting Organizations
- Comprehensive Data and Evaluation Framework
- Significantly improved Education outcomes (High School Graduation rates, College Readiness and College Acceptance Rates)



LOS ANGELES PROMISE ZONE



Opportunity Zones

LA Promise Zone has 65 Census Tracts

- 64 of the 65 LAPZ Census Tracts were Eligible Low Income Community (LIC) Census Tracts (Eligible for OZ)
- April 9, 2018 **US Treasury approved** California Governor's Submission of **42** of 64 Eligible LIC Census Tracts and 5 adjacent OZs = **47**
- 8,764 OZ in Nation
- 879 in California
- 274 in Los Angeles County
- 193 in City of Los Angeles
- 42 in LA Promise Zone (more than 17 states or US Territories)



Los Angeles Promise Zone Opportunity Zone Principle Statement

The Los Angeles Promise Zone is a collective impact using a holistic approach to create economic opportunity, improve education, boost public safety and build sustainable, livable communities in Central LA. Our cross-sector partnership empowers our culturally diverse communities by aligning efforts and resources to support family success. Our work recognizes the importance of high performing schools and quality educational programs, public safety, housing affordability, and economic opportunity as essential elements of healthy neighborhoods.

The LA Promise Zone Leadership Council is excited about the potential for Opportunity Zone Tax incentives to be a powerful catalyst for community development and we look forward to working closely with developers, investors, and community stakeholders to ensure that resources advance equitable, sustainable change in our communities. We believe in a vision of development that builds livable communities where all residents have access to affordable housing, diverse transportation options, improved streets and sidewalks, green and public spaces, community assets and culture, and family supportive services. We believe that a thriving economy is one where people have the opportunity and resources to move up the economic ladder.

To advance this vision, the Los Angeles Promise Zone Leadership Council prioritizes guiding Opportunity Zone investment to ensure that incoming capital functions to alleviate poverty, improve quality of life for low-income families in our communities, and promote equitable development without displacement.

1 We prioritize creating jobs for community members in the neighborhoods we serve and represent. These jobs should pay a living wage, with opportunities for advancement. We encourage projects to connect community members to workforce development services, particularly those targeted to our most vulnerable community members, including veterans, people experiencing homelessness, formerly incarcerated people, people with disabilities, and transitional-aged youth.

2 We prioritize preserving and increasing the amount of affordable housing within the LA Promise Zone. It is our hope that Opportunity Zones incentives will be a tool to support the success of affordable housing developments facing rising costs during planning. We encourage projects to connect low-income families in the LA Promise Zone to services to ensure they are aware of and equipped to apply for housing in these units.

3 We prioritize expanding locally-owned small businesses within the LA Promise Zone. We know that local ownership of businesses creates jobs, cultivates a sense of place, and promotes investment in community institutions such as schools, parks and cultural centers.

1. Creating Jobs
2. Preserving and Creating Affordable Housing
3. Expanding Locally-owned Small Businesses



For More Information

LA Promise Zone Federal Community Liaison Contact

Erich Yost

LA Promise Zone Federal Community Liaison

U.S. Department of Housing and Urban Development

Phone: 213.534.2644

Email: erich.m.yost@hud.gov





Connect With Us

LA Promise Zone Office

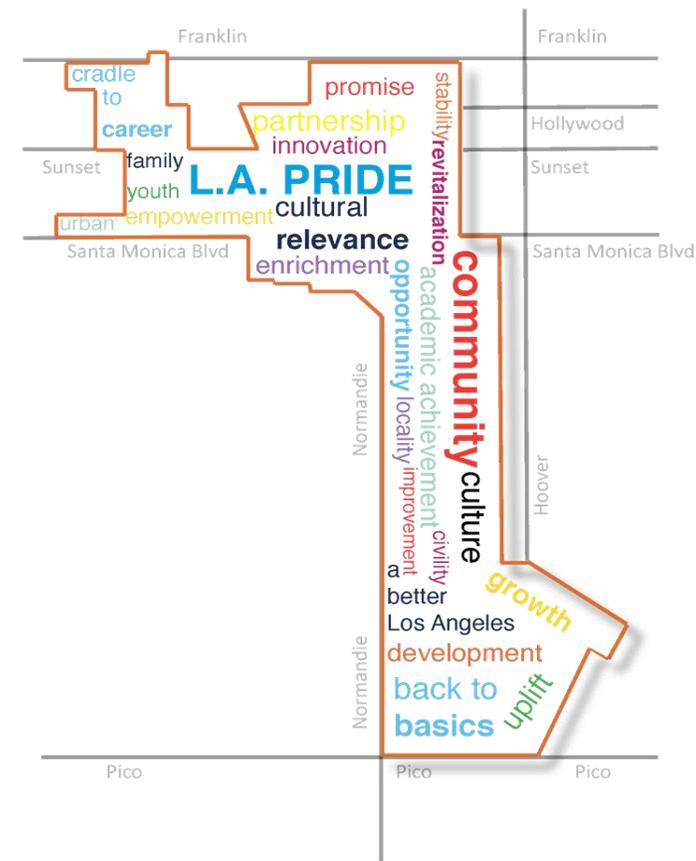
Phone: (213) 978-2747

Email: lapromisezone@lacity.org

Website: www.lapromisezone.org

Email us to sign-up for the [LA Promise Zone Newsletter](#) and to receive updates about federal grant opportunities.

Follow us on social media @LAPromiseZone



The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

RCP-Key-Info-Table-Amended- Hollywood Central Park.pdf



ERIC GARCETTI
MAYOR

October 12, 2022

Faith Hall
Office of the Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Los Angeles Department of Recreation and Parks Hollywood Central Park Project Application for USDOT Reconnecting Communities Pilot Grant Program - Support from Mayor Eric Garcetti

Dear Ms. Hall:

I write in support of the City of Los Angeles Department of Recreation and Parks' Hollywood Central Park Project (Project) for the Department of Transportation's Reconnecting Communities Pilot (RCP) grant program. The Project proposes covering an approximately one-mile portion of the United States (U.S.) 101 Freeway in the City of Los Angeles (City) to create an approximately 40-acre park and recreational facility. The Project is located on a section of the U.S. 101 Freeway, between Bronson Avenue and Santa Monica Boulevard, below the street level. The proposed Project is to be constructed above the freeway on an engineered deck and support structure to allow the development of a street-level public park and recreational facility.

Once implemented, the Project would provide a new and spacious public park to a neighborhood where a large percentage of residents do not live in close proximity to a public green space or recreational facility while reconnecting communities that were divided by the construction of the U.S. 101 Freeway. This area of the U.S. 101 Freeway was one of the first freeways to be built through a heavily populated area and required the acquisition and demolition of hundreds of homes and businesses for the right of way through Hollywood. This Project would help alleviate the barriers and inequities caused by the construction of the U.S. 101 Freeway by reuniting divided neighborhoods, providing enhanced mobility and connectivity options, safe pedestrian access, and helping to revitalize other underserved communities in one of the densest areas of the City.



200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600



The proposed RCP grant for the Project would be used for essential planning and technical studies necessary to implement the Project, building on the extensive work and engagement that has previously been completed and advancing the Project forward toward construction. The RCP grant would also provide funding for public engagement and outreach, the development of a Project Specific Plan, the completion of Economic Impact Analysis and Project Cost Feasibility Reports, and the development of a new Feasibility Analysis and associated Technical Engineering Reports and Traffic/Transportation Studies.

The Project will be a landmark infrastructure and creative place-making enterprise that would contribute significantly toward the long-term livability of Hollywood and transform the freeway into a dynamic, beautiful, sustainable place by promoting safe communities, healthy lifestyles, and long-term economic security for families.

For these reasons outlined above, the City of Los Angeles supports the Hollywood Central Park Project application for the Reconnecting Communities Pilot program grant. Thank you for your consideration.

Sincerely,



ERIC GARCETTI

Mayor

The following attachment is not included in the view since it is not a read-only PDF file.

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Measure A - Non-Federal Match - Master Agreement and Funding Allocation.pdf