



SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES

NEW GLENDALE COURTHOUSE

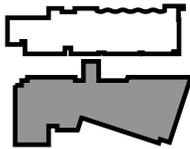
SITE FEASIBILITY REPORT

NOVEMBER 2011

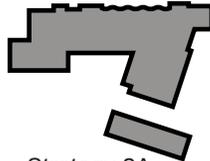


ZGF

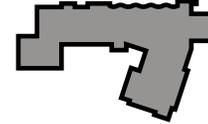
ZIMMER GUNSUL FRASCA ARCHITECTS LLP



Strategy 1



Strategy 2A



Strategy 2B

INTRODUCTION

Beginning in September 2010, a series of meetings were held to discuss the Court’s need for a new courthouse building in Glendale. During these meetings, members of the Los Angeles Superior Court, Los Angeles Sheriff’s Department, Administrative Office of the Courts and ZGF discussed priorities and established goals for the new approximately 99,552 gross square foot building. ZGF was asked to do a series of studies to establish the feasibility of building on the existing courthouse site.

From these initial studies, two options were selected for further study and to obtain a conceptual budget. The first option-labeled Site Strategy 1 in this report-retains much of the existing courthouse and places the new facility to the south in the existing parking lot. A new parking garage would occupy the Honda site across South Glendale Avenue. The second option was developed in two variations labeled Site Strategy 2A and Site Strategy 2B in this report. Both propose demolishing much of the existing courthouse, although certain historic elements of the Broadway façade would be evaluated to determine if they could be incorporated into the new building.

Both also propose acquisition of the Board of Realtors site for construction of an adjacent parking structure. Strategy 2A proposes a separate structure to accommodate County Justice Partners while Strategy 2B would accommodate the Justice Partners within the secure environment of the new courthouse itself.

The following report shows the regional location of the site in downtown Glendale, and then places the site in a neighborhood context in relationship to other structures that comprise the Glendale Civic Center. This is followed by a working program prepared by the AOC staff in consultation with the Court.

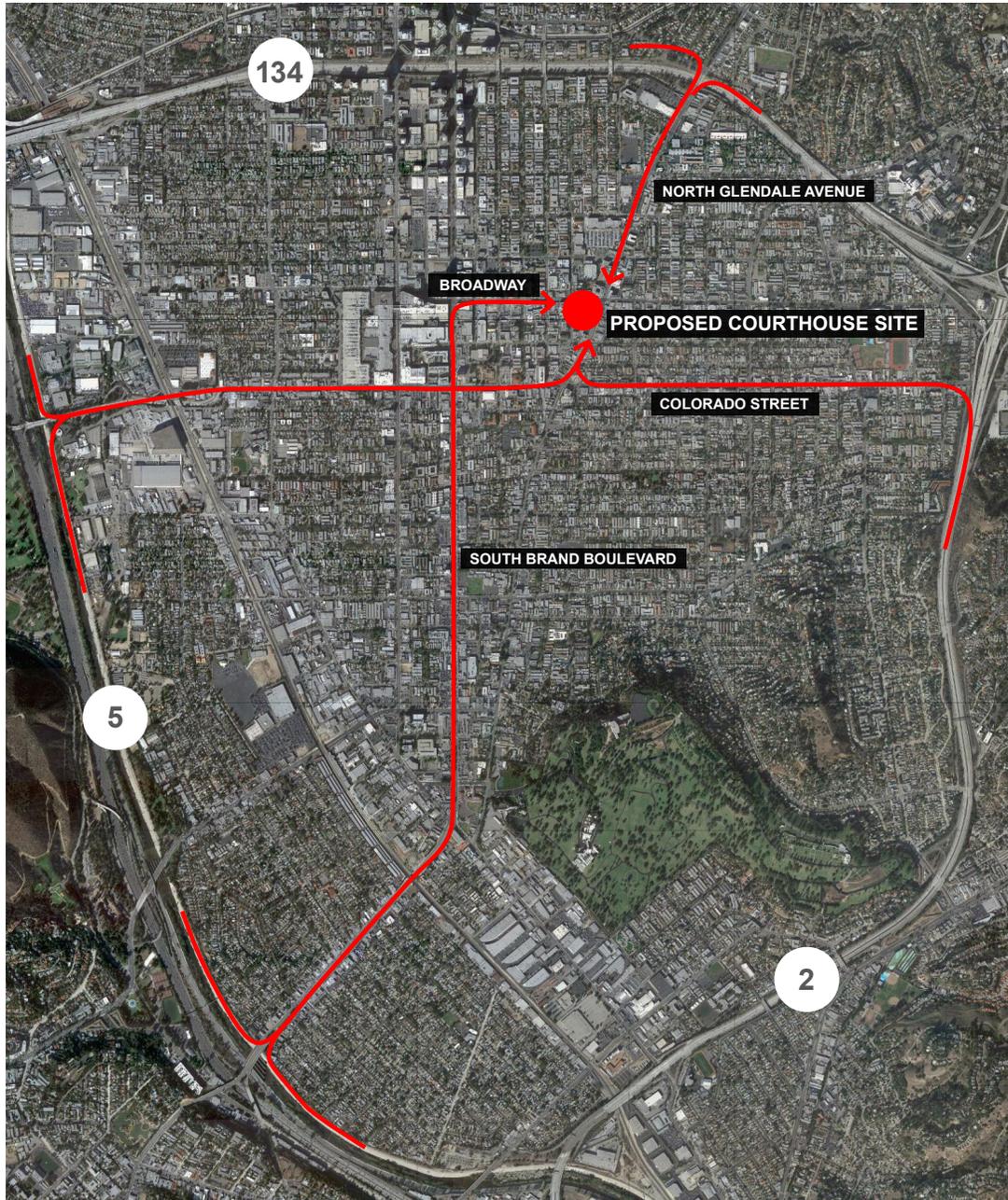
Next the two options, with two variations of the second, are presented. Each consists of conceptual plans to indicate how the program might be accommodated on the proposed site. Both vehicular and pedestrian entrances are indicated. For each option the plans are accompanied by a summary of opportunities and constraints in a brief evaluation.

Finally, the three are compared through a list of criteria that includes overall functionality, urban and civic response, and work environment. This comparison describes why Strategy 2B emerged as the preferred option in the study.

REGIONAL SITE ACCESS

The aerial photo of central Glendale portrays the location of the proposed site in relationship to regional highway networks. From the north and the 134 Freeway the site is approached on Glendale Avenue. From the 5 Freeway to the west and the 2 Freeway to the east, the site is approached

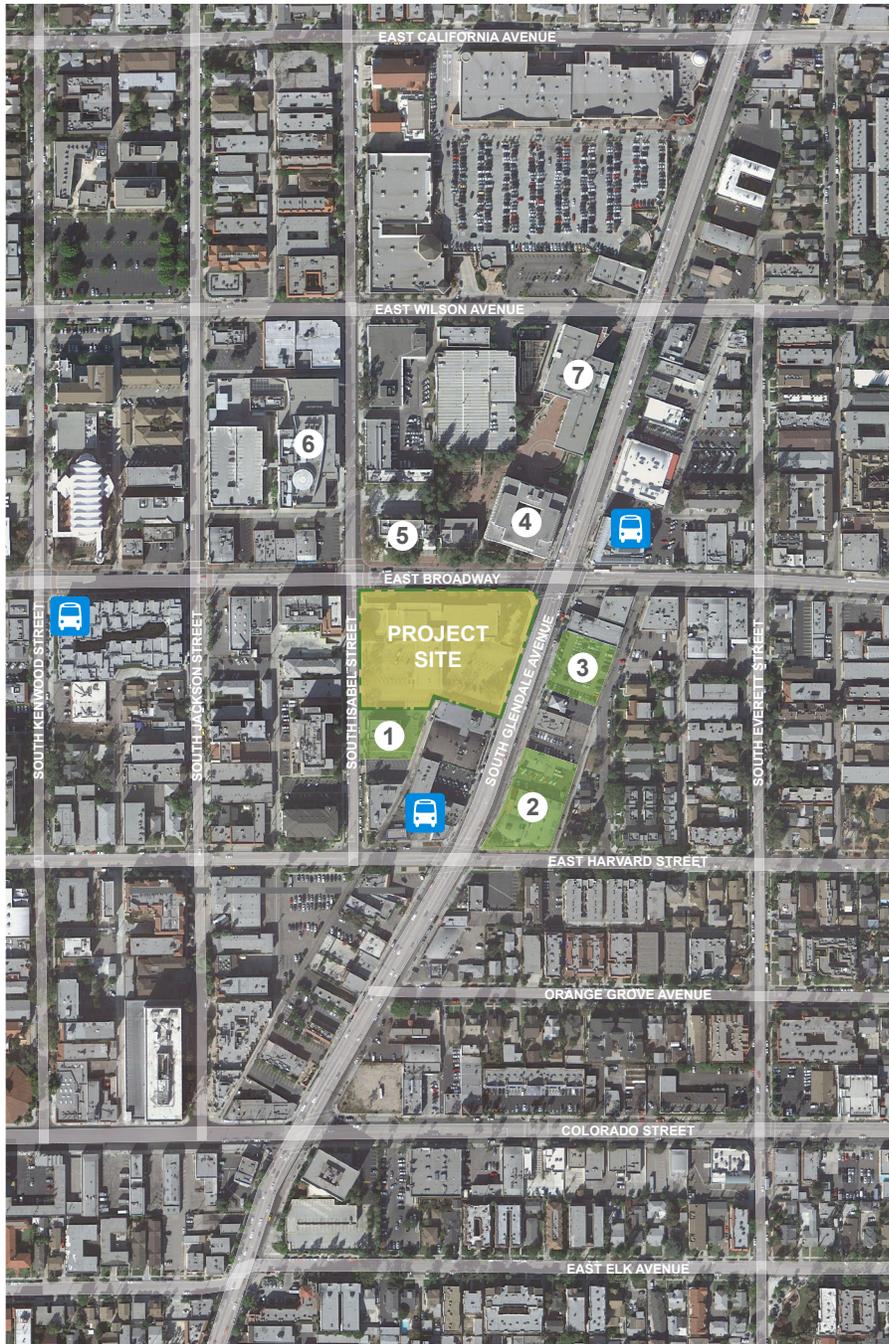
via Colorado Street, while from the south it may be approached from the 5 Freeway via South Brand Boulevard and Broadway. This central location is thus highly visible and approachable for all potential users of the new courthouse.



SITE LOCATION IN THE CIVIC CENTER

This enlarged aerial photo locates the proposed site for the new courthouse in the context of the existing Civic Center in downtown Glendale. The project site, at the prominent intersection of East Broadway and Glendale Avenue, is at the eastern gateway to the downtown district. Adjacent Civic Center

buildings are indicated as are the site acquisition opportunities with the Board of Realtors and Honda parcels indicated in green.



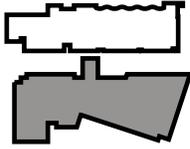
- 1. Board of Realtors Site
- 2. Honda Site (Parking Garage)
- 3. Honda Site (Surface Parking)
- 4. Municipal Services Building
- 5. City Hall
- 6. Police Headquarters
- 7. Perkins Building

SUMMARY SPACE PROGRAM

This is a conceptual program for both court facilities and the associated functions of the County Justice Partners. While the number of courtrooms and the proposed square footage as such are fixed for purposes of this study, each of the court functions to be accommodated will be subject to further

evaluation in a Program Verification exercise with the AOC and the Court, prior to the commencement of detailed Schematic Design. This working program has facilitated the site evaluation phase of the process that is detailed in the report, as well as provided support for conceptual budget studies.

LIST OF SPACES DEPARTMENT	Court-rooms	Court Staff	ASF	DNSF	TOTAL GSF
COURT FUNCTIONS					
1.0 Court Administration		10	1,516	1,895	2,653
2.0 Courtsets	8	16	21,562	28,031	39,243
3.0 Judicial Chambers & Courtroom Support		9	3,264	4,080	5,712
4.0 Criminal/Traffic Division		21	3,216	4,342	6,078
5.0 Civil/Small Claims Division		13	2,490	3,362	4,706
6.0 Self-Help Center		2	566	708	991
7.0 Jury Services		2	3,341	4,176	5,847
8.0 Public Area: Entry Lobby & Security		-	2,034	2,441	3,417
9.0 Court Operations		24	1,791	2,239	3,134
10.0 Sheriff Operations		7	1,134	1,418	1,985
11.0 Central In-Custody Holding		-	4,632	6,485	9,079
12.0 Building Support		4	9,920	11,934	16,708
					Grossing Factor
GRAND TOTAL	8	108	55,466	71,108	99,552
GSF per Courtroom					12,444
COUNTY FUNCTION					
20.0 County Administration		-	10,000	-	-



SITE STRATEGY 1

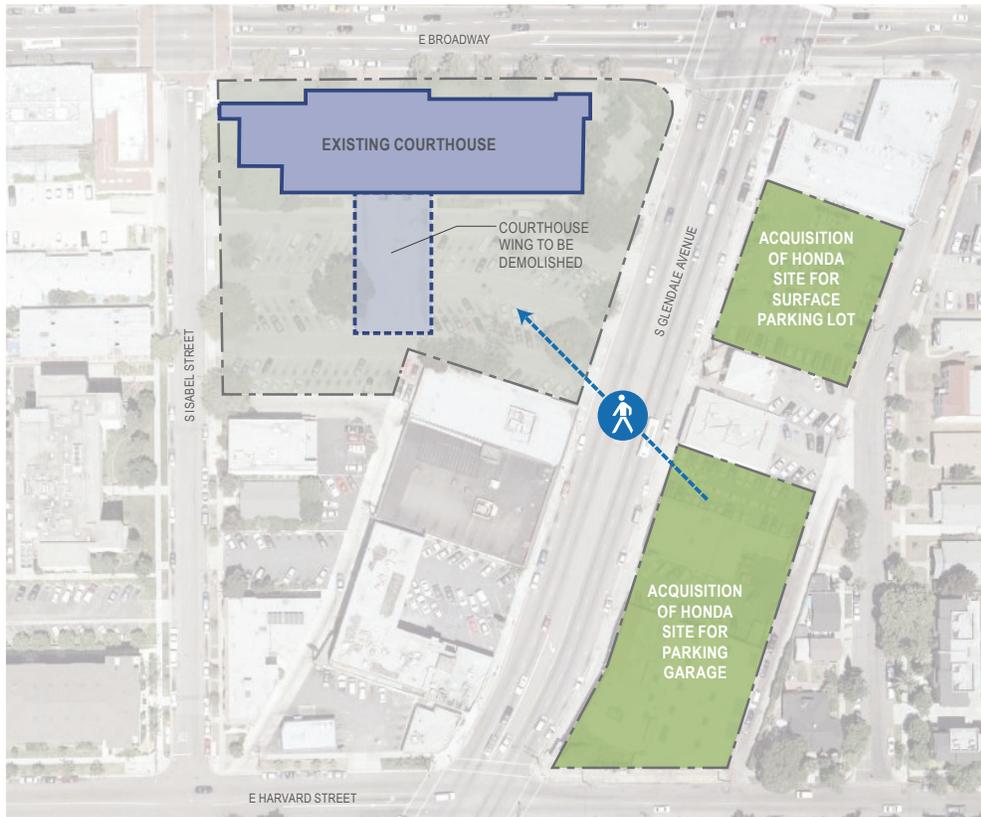
This strategy tests the possibility of adding a new, three-story courthouse on the existing courthouse site without demolishing most of the existing facility.

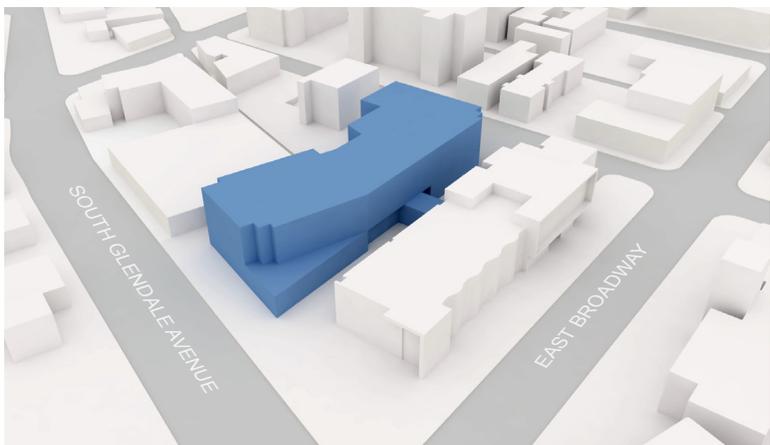
In this study, all court functions are located within the new courthouse, while county functions could use the vacated space in the existing courthouse. This strategy does require the demolition of the existing courthouse annex and proposes parking be accommodated in a structure across Glendale Avenue, at the current site of the Honda dealership. A signalized mid-block crossing would be necessary to connect the parking garage with the new courthouse.

Public access to the new courthouse is provided through an entry pavilion located in a courtyard between the new and existing facilities. This pavilion leads to a central atrium that acts as a hinge between two wings of courtrooms.

The drive-through sally port is accessed from a combination of South Isabel Street and the alley at the south edge of the site. Detainees are transferred from the sally port to the basement level holding via an adjacent ramp.

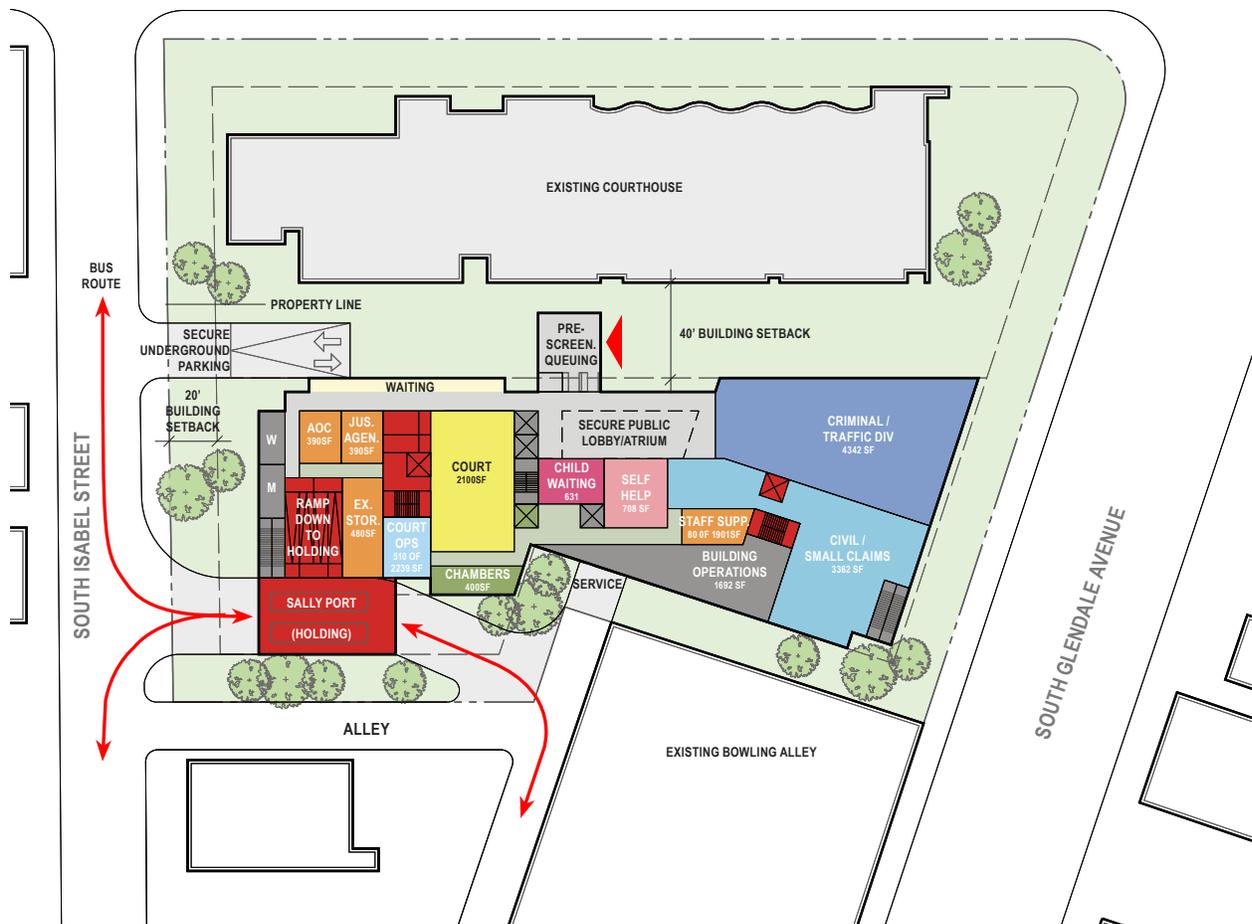
By placing the new courthouse on the same block as the existing facility, this strategy reinforces the city’s civic center, but its mid-block street frontage reduces the opportunity for an iconic presence.



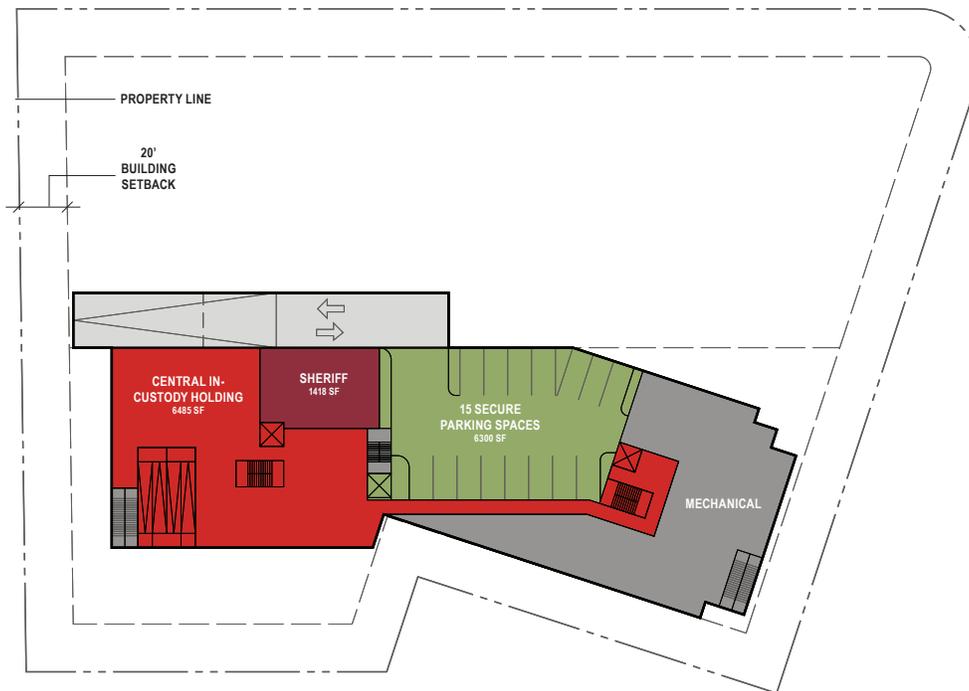


NE Aerial

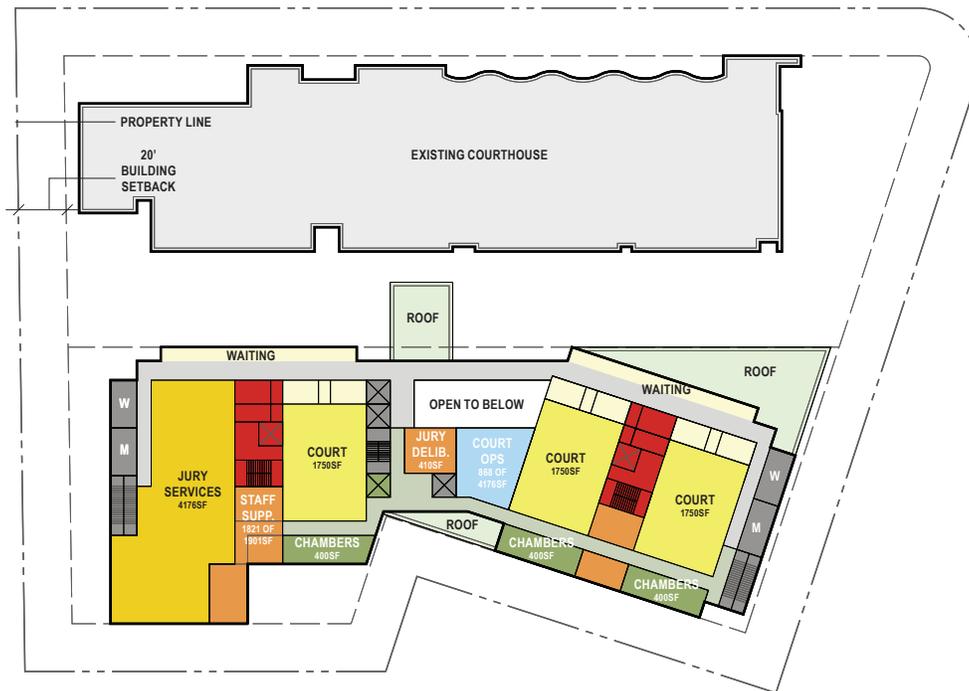
EAST BROADWAY



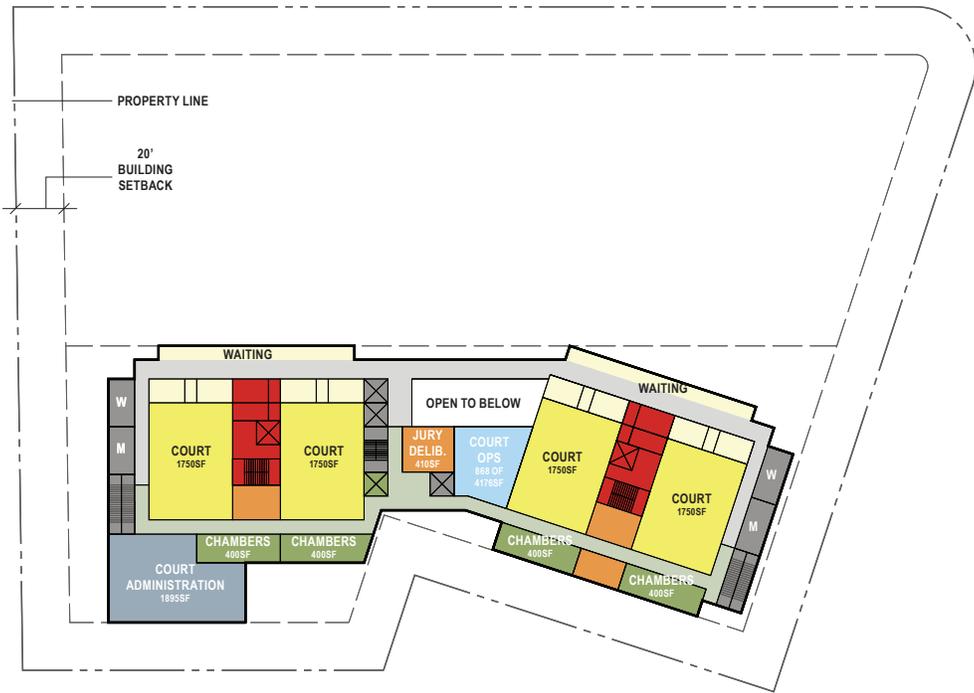
Ground



Basement



Floor 2



Floor 3

SUMMARY OF OPPORTUNITIES AND CONSTRAINTS

Maintains the existing courthouse structure while constructing a new courthouse on the site immediately to the south. Parking for the new courthouse is accommodated in a parking structure on a site south east of the new courthouse on the Honda dealership site, which is seen by the city as a historic structure.

LAND ACQUISITION

- Strategy is dependent on the acquisition of the Honda site and partial demolition of historic building for parking garage.

DISPOSITION OF EXISTING COURT BUILDING

- AOC ownership of the existing building. County will occupy only 25% of building. Other occupants and uses for building unknown.
- Requires Court to move during construction due to building and inmate security.

PEDESTRIAN / VEHICULAR ACCESS

- Remote staff and visitor parking requires crossing South Glendale Avenue.
- Access to the sally port is compromised due to access from alley.

INTEGRATION WITH COMMUNITY / CONTEXT

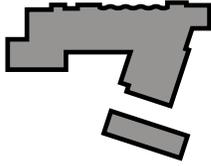
- Limited visibility and image of Court to the community.

OPERATIONAL COURT OPTIONS DURING CONSTRUCTION

- Requires court to move during construction due to building and inmate security.

SHORT AND LONG TERM FINANCIAL BENEFITS

- Low initial cost approach to Court building as only limited demolition (annex only) is required.
- Does not require construction cost associated with replacing county justice partners space
- Unknown cost to provide temporary space for Court during construction. Not in AOC funding appropriation.
- Unknown cost associated with upgrading existing building for county justice partners. Not in AOC funding appropriation.
- Most costly parking structure option as it will require seismically upgrading and integrating into the existing historic structure. Existing building will have impact on garage efficiency as well.
- Ongoing maintenance and operations costs will be higher in the existing building due to age and inefficiencies.



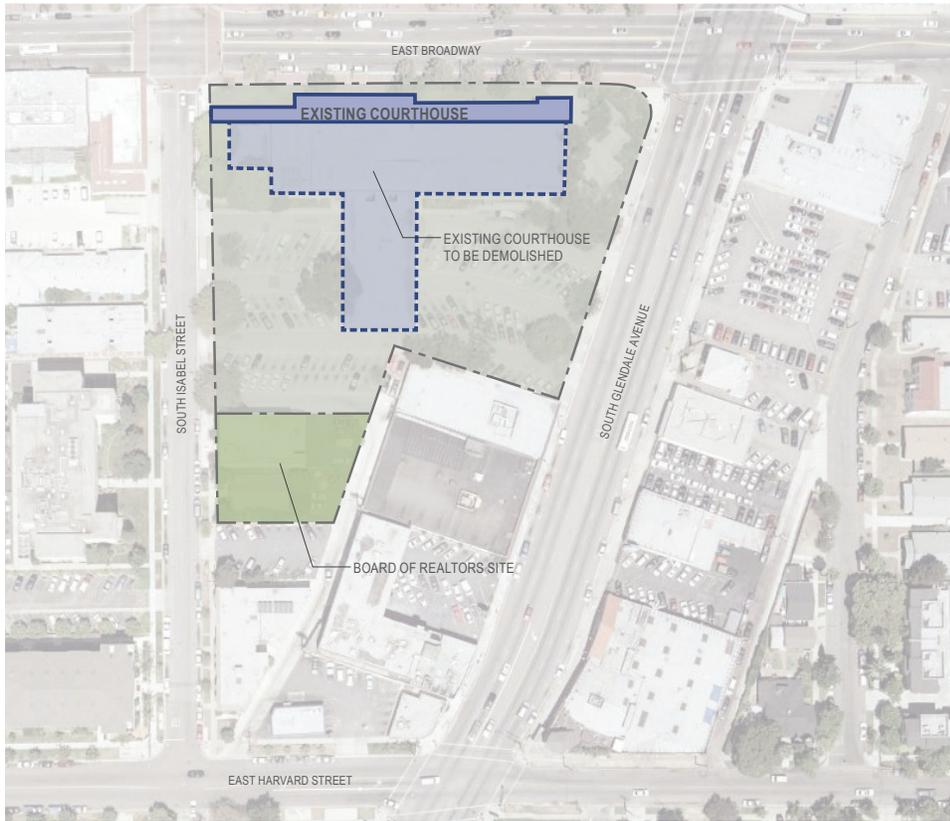
SITE STRATEGY 2A

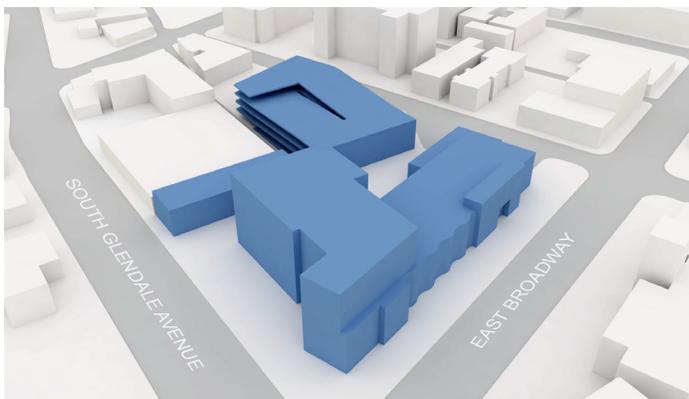
This strategy tests the feasibility of building both a new courthouse building and parking structure on the current site, if it is expanded to include the site currently occupied by the Board of Realtors. This strategy also proposes the demolition of portions of the existing courthouse, while retaining the façade along Broadway.

In this scheme, paired courtrooms are stacked in a four-story volume along Glendale Avenue with an adjacent four story entry tower. This entry tower provides public access off the corner of Broadway and Glendale Avenue and creates the opportunity for an iconic presence at this prominent intersection.

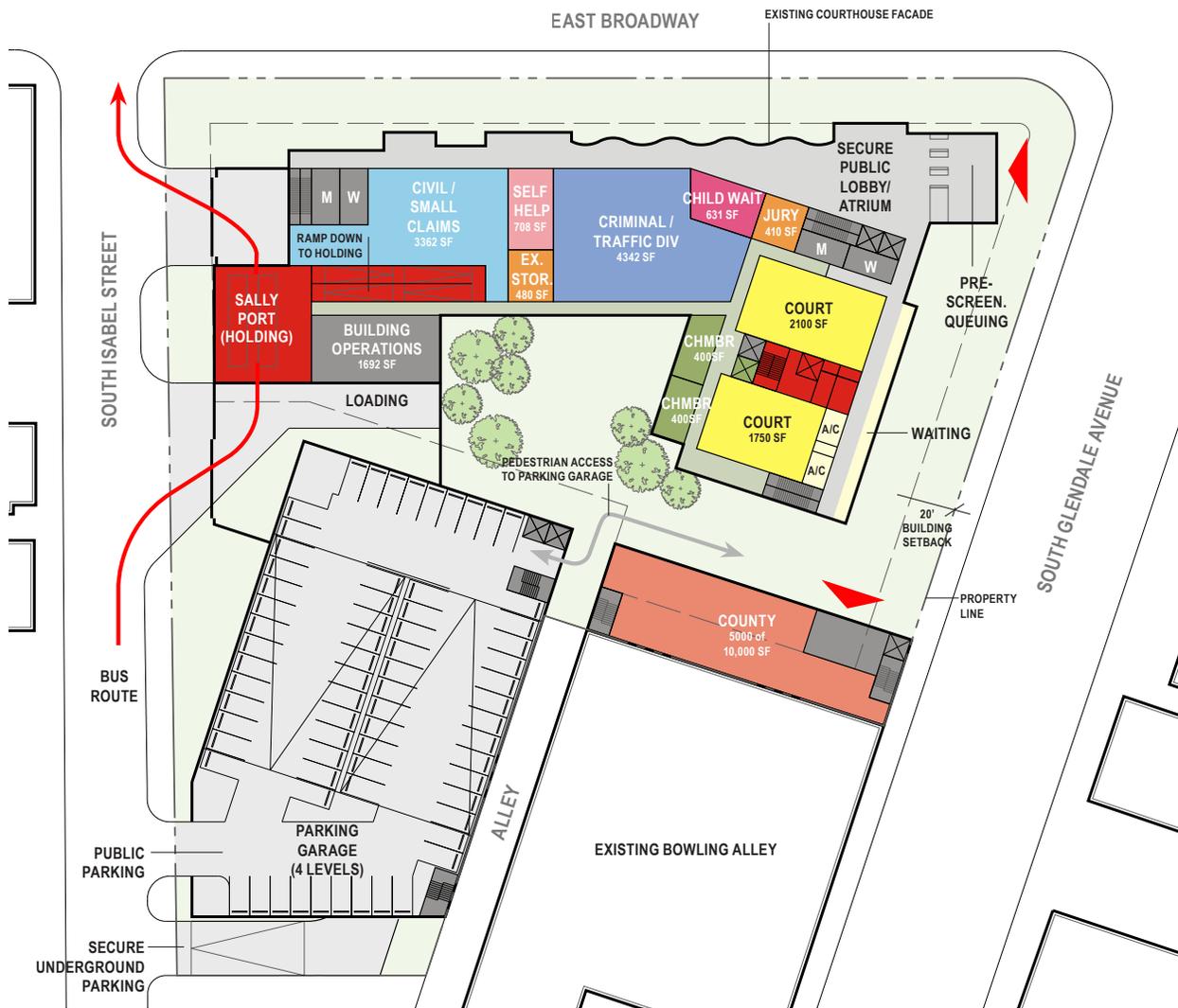
County functions are accommodated in a separate building, abutting the existing bowling alley. The space between the courthouse and county building entries affords the opportunity for a public plaza along Glendale Avenue that connects back to the parking structure at the southwest corner of the site.

The drive-through sally port is accessed from South Isabel Street. Detainees are transferred from the sally port to the basement level holding via an adjacent ramp.

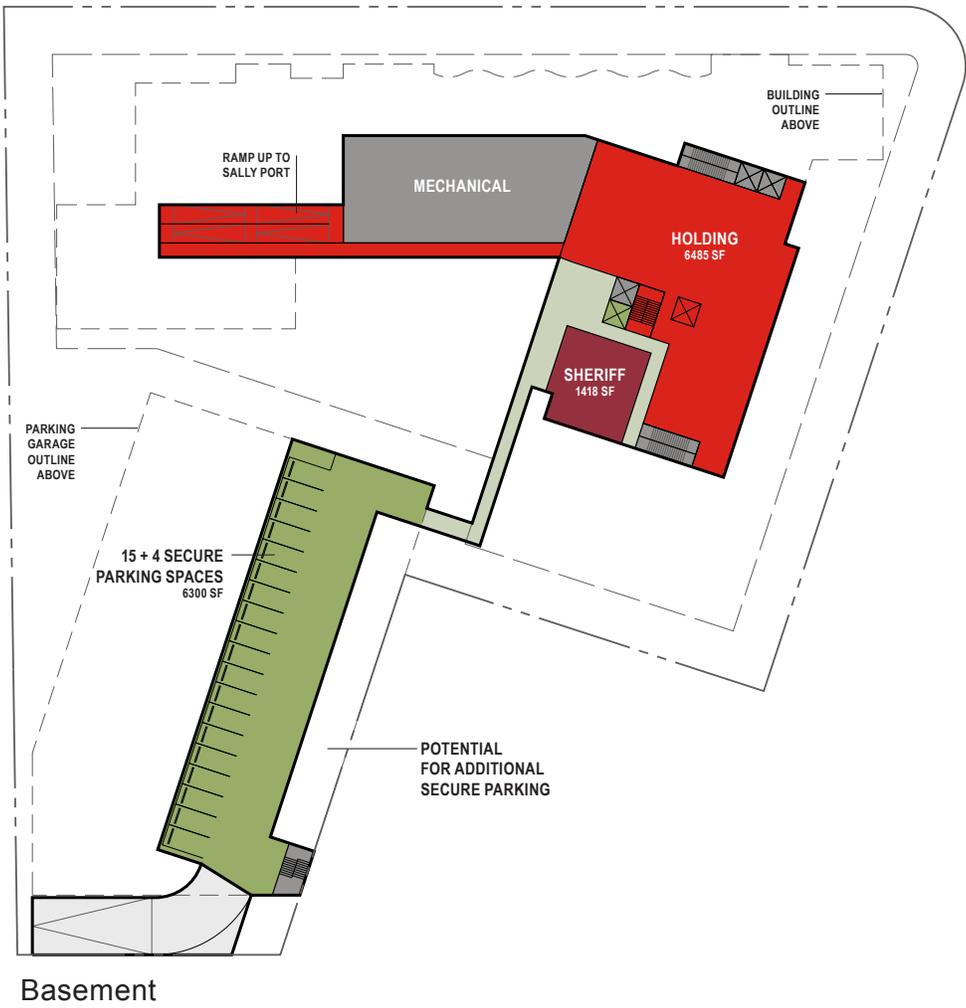


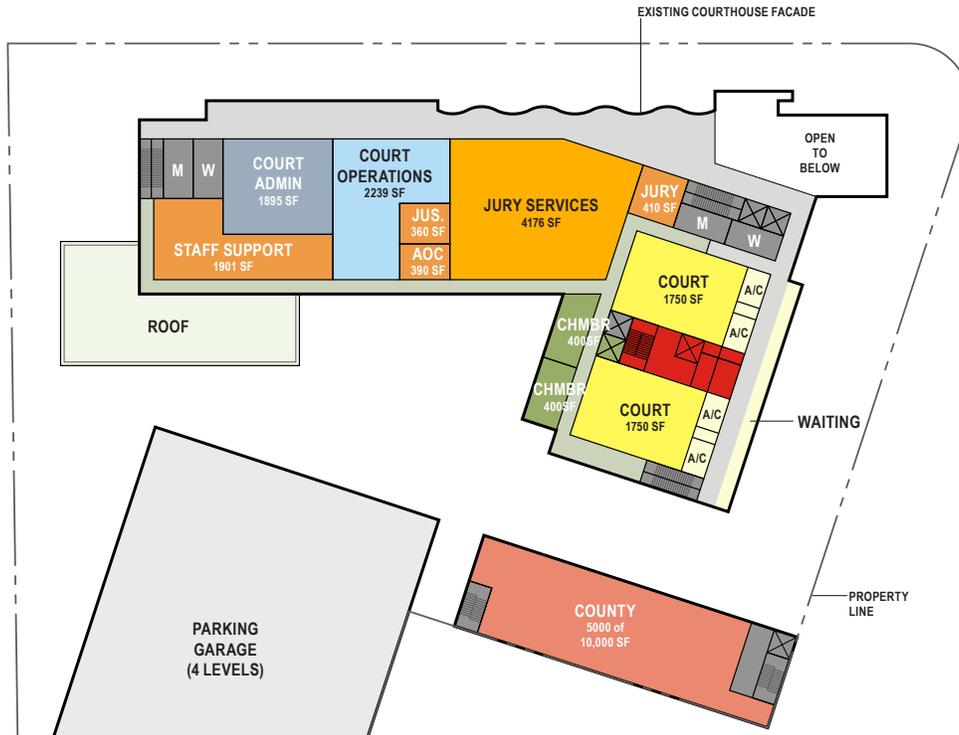


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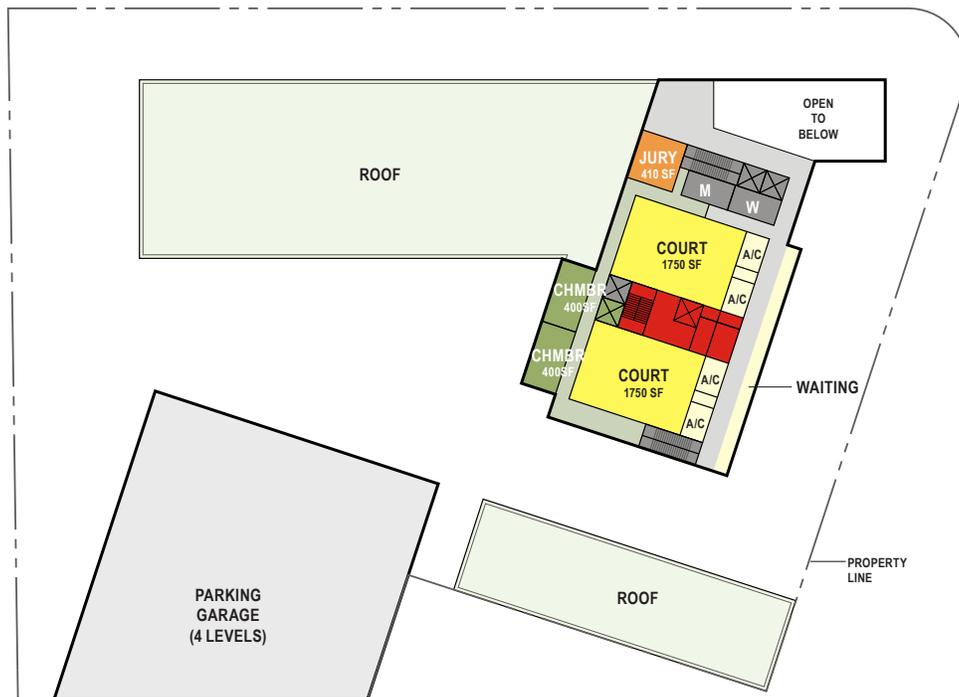


Ground





Floor 2



Floors 3 and 4

SUMMARY OF OPPORTUNITIES AND CONSTRAINTS

Maintains the historic facade of the existing courthouse and constructs a new courthouse on the site of the existing court. A new 10,000 gsf county building to accommodate the justice partners is proposed as a stand alone building. Parking is accommodated in a parking structure on the south west corner of an expanded site.

LAND ACQUISITION

- Strategy is dependent on the acquisition of the Board of Realtors site.

DISPOSITION OF EXISTING COURT BUILDING

- Preserves part of the historic fabric of the existing courthouse.
- Eliminates costly renovation and maintenance of existing building.

PEDESTRIAN / VEHICULAR ACCESS

- Staff and visitor parking is located immediately adjacent to the courthouse.
- Allows for drive thru sally port off of South Isabel Street.
- Strategy is dependent on the acquisition of the Board of Realtors site.
- Requires the justice partners to pass through weapons screening several times per day.

INTEGRATION WITH COMMUNITY / CONTEXT

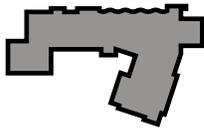
- Entrance location provides the opportunity for high level of visibility to the community.
- Opportunity to create a landmark image for the courts within the city civic center.
- Retains courthouse image along Broadway, access and historic features.

OPERATIONAL COURT OPTIONS DURING CONSTRUCTION

- Requires Court to move during construction.

SHORT AND LONG TERM FINANCIAL BENEFITS

- Minimizes cost for county justice partners space as compared to other strategies.
- Unknown cost to provide temporary space for Court during construction. Not in AOC funding appropriation.
- Provides appropriate work space for both Court and County in new building. New building designed using trial court facilities standards, sustainable design and technology.

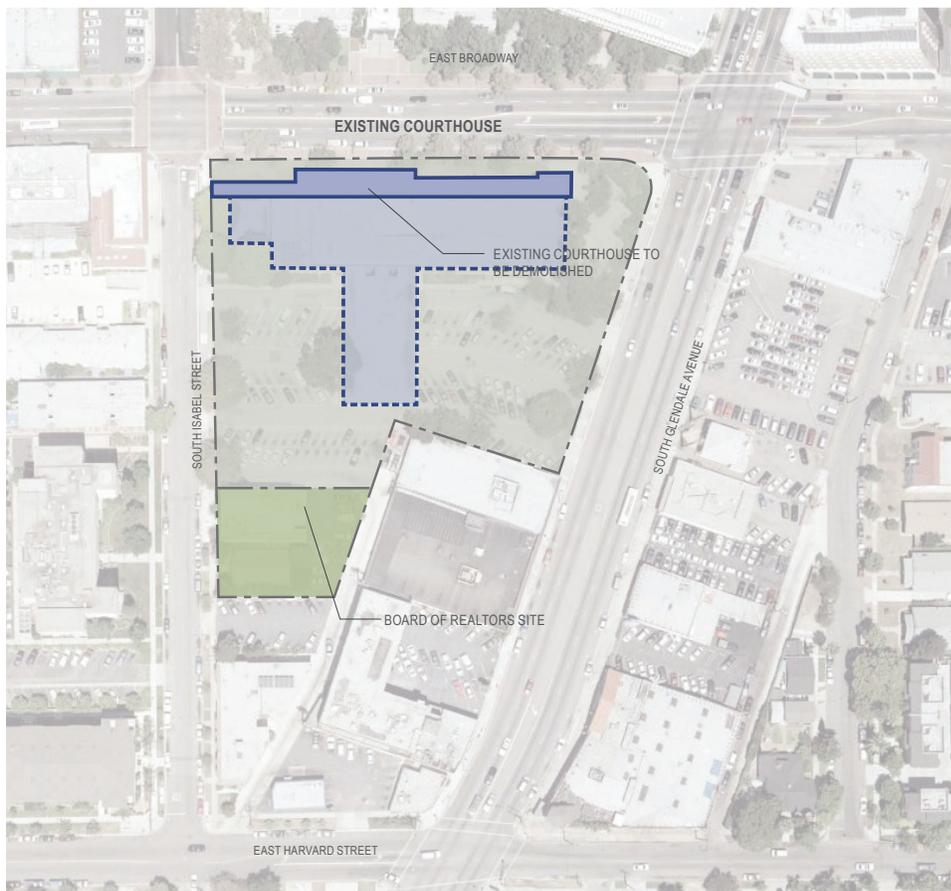


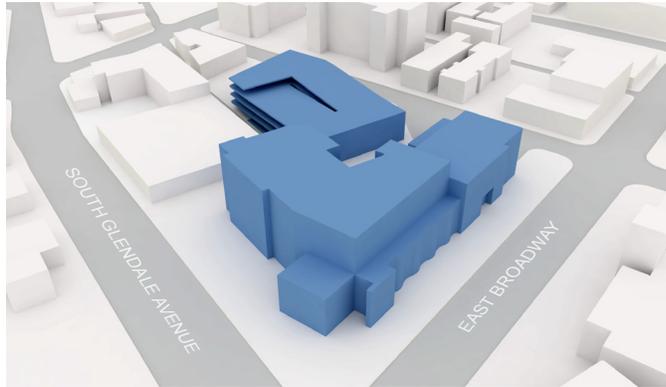
SITE STRATEGY 2B

Like Strategy 2A, this strategy tests the feasibility of building both a new courthouse building and parking structure on the current site, if it is expanded to include the site currently occupied by the Board of Realtors. However, this strategy accommodates county functions within the courthouse instead of in a separate building.

The drive-through sally port is accessed from South Isabel Street. Detainees are transferred from the sally port to the basement level holding via an adjacent ramp.

Paired courtrooms are, again, located efficiently around a single core of secure elevators and stacked in a four story volume with an adjacent, four story, public atrium facing onto the prominent intersection of Broadway and Glendale Avenue.

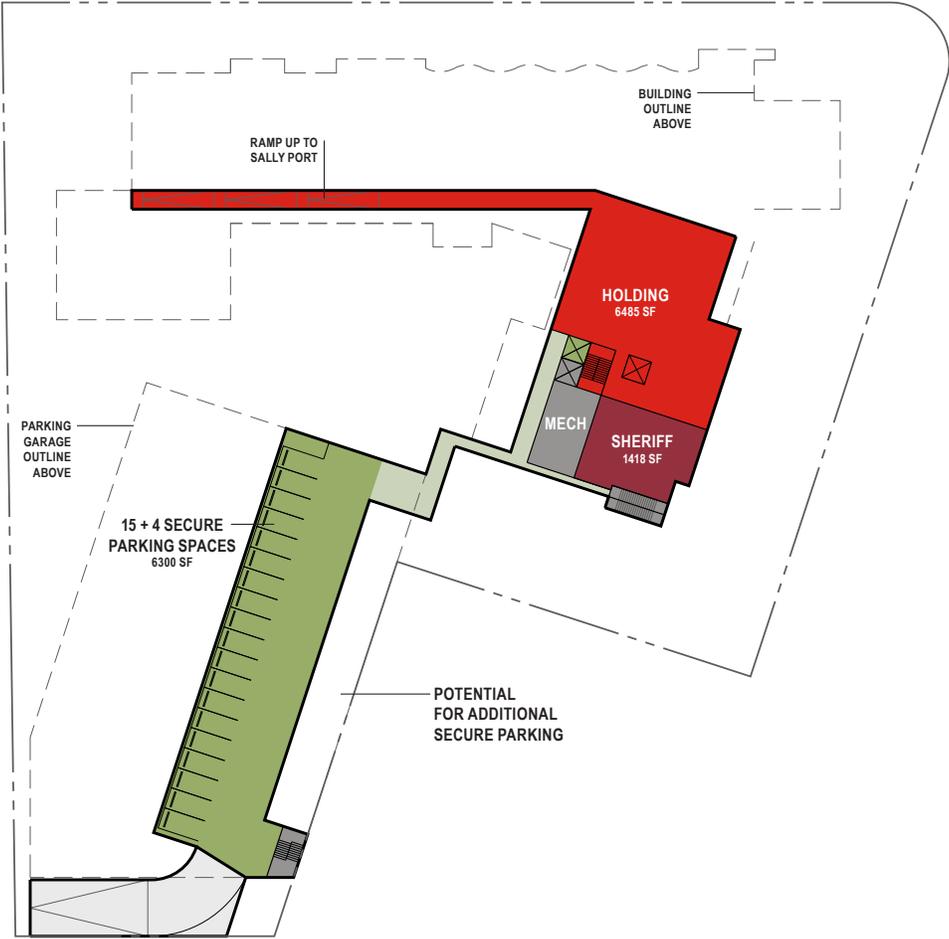




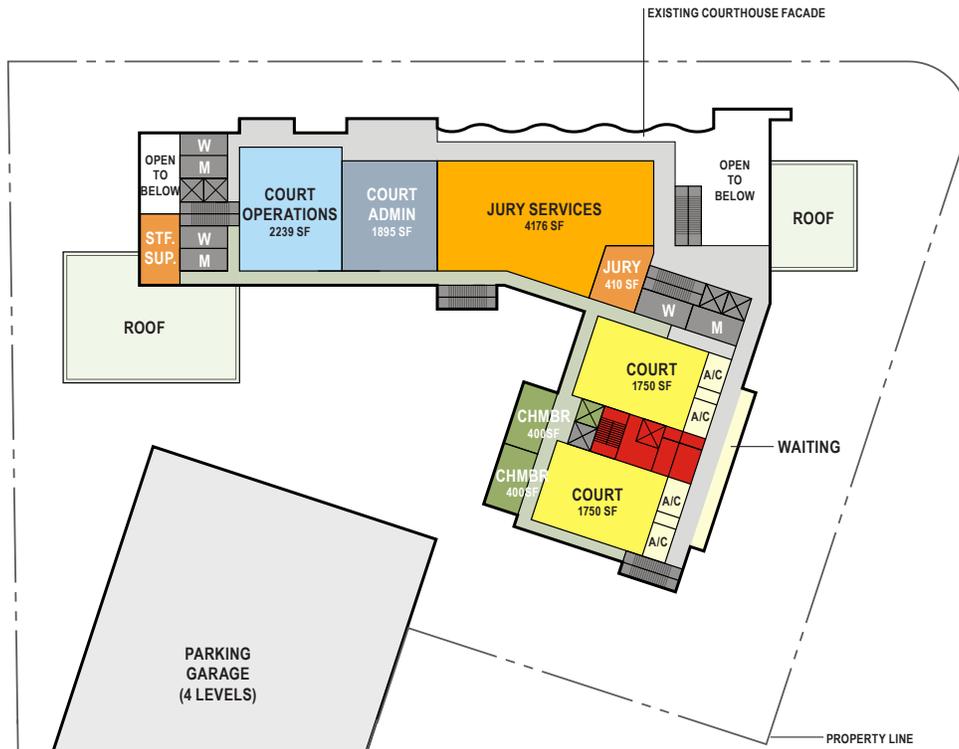
NE Aerial



Ground



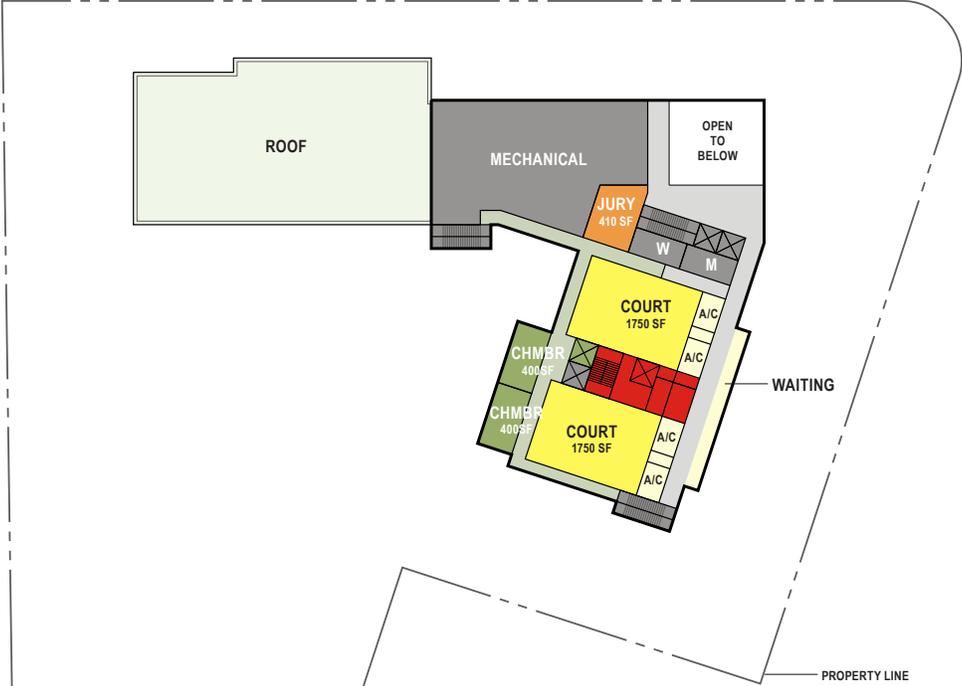
Basement



Floor 2



Floor 3



Floor 4

SUMMARY OF OPPORTUNITIES AND CONSTRAINTS

Maintains the historic facade of the existing courthouse and constructs a new courthouse on the site of the existing court which includes 10,000 gsf for the county justice partners. Parking is accommodated in a parking structure on the south west corner of an expanded site.

LAND ACQUISITION

- Strategy is dependent on the acquisition of the Board of Realtors site.

DISPOSITION OF EXISTING COURT BUILDING

- Preserves part of the historic fabric of the existing courthouse.
- Eliminates costly renovation and maintenance of existing building.

PEDESTRIAN / VEHICULAR ACCESS

- Staff and visitor parking is located immediately adjacent to the courthouse.
- Allows for drive thru sally port off of South Isabel Street.
- County office space is integrated into the Court and maximizes the efficiency and interaction with the justice partners.

INTEGRATION WITH COMMUNITY / CONTEXT

- Entrance location provides the opportunity for high level of visibility to the community.
- Opportunity to create a landmark image for the city.
- Retains courthouse image along Broadway, access and historic features.

OPERATIONAL COURT OPTIONS DURING CONSTRUCTION

- Requires Court to move during construction.

SHORT AND LONG TERM FINANCIAL BENEFITS

- Long term operational costs are reduced.
- Unknown cost to provide temporary space for Court during construction. Not in AOC funding appropriation.
- Provides appropriate work space for both Court and County in new building. New building designed using trial court facilities standards, sustainable design and technology.

COMPARISON OF SITE OPTIONS

The team developed a series of more detailed criteria with which to evaluate the feasibility of the two Site Options. While all were deemed possible solutions to accommodate the new courthouse on the site of the existing building, Strategy 2B emerged as the clearly preferred alternative in these siting studies, primarily for three reasons. It offers great visibility and civic presence for the new courthouse

in the Glendale community. Second, it provides for direct access from this parking structure to the new courtroom without crossing a busy street. And third, it accommodates the County Justice Partners within the secure perimeter of the new courthouse, which will provide both increased efficiency and accessibility in the working relationship with the Court.

MATRIX OF CRITERIA FOR STRATEGIES	1	2A	2B	
FUNCTIONALITY				<ul style="list-style-type: none"> ● Yes ○ No ◐ Maybe
Multi-level County Building	●	●	○	
Courts on Ground Level	◐	●	●	
Separate Entrance for County Building	●	●	○	
Separate Building for County Offices	●	●	○	
Sally Port Operates Strictly Off of Isabel	○	●	●	
Loading Operates Strictly Off of Isabel	○	●	●	
Safe / Convenient Access to / from Parking	◐	●	●	
Adaptability for Future Expansion	◐	○	●	
Full Utilization of Occupiable Space	○	●	●	
URBAN AND CIVIC RESPONSE				
Corner Presence - "Lantern"	○	◐	●	
Courts/Iconic Massing on Glendale	○	●	●	
Reinforcement of Civic Center	●	●	●	
Consideration of Historical Importance	●	●	●	
Park-like Setting	◐	●	●	
ENVIRONMENT / SUSTAINABILITY				
Private Outdoor Space for Judges and Staff	◐	●	●	
Daylit Courts	●	○	●	
Support Space Lit from Two Sides	◐	○	○	

PRELIMINARY PROJECT COSTS

Preliminary Cost Item	Strategy 1	Strategy 2A	Strategy 2B	Remarks
Building Construction Cost	\$627 / sf	\$661 / sf	\$694 / sf	Basic program areas, construction cost from Davis Langdon
Parking	\$101 / sf	\$81 / sf	\$81 / sf	Strategy 1 is more costly due to re-working an existing structure.
Demolition of Existing Structures	Annex and Honda Dealership	Existing Courthouse and Board of Realtors	Existing Courthouse and Board of Realtors	Strategy 1 seems less costly while Strategies 2A & 2B have higher historic demolition / preservation costs.
Site Development	Most expensive due to greatest area developed	Least expensive due to least area developed	Slightly more expensive than 2A	
Land Acquisition	Honda Dealership	Board of Realtors	Board of Realtors	TBD by AOC appraisals

In addition to the costs noted above, there are standard costs that will be typical to all schemes. These include costs for the Court to relocate during construction, costs for CEQA, FF & E, and costs for a historic evaluation of the existing court building. At this time, there are no discernible differences among strategies in terms of schedule.