

Master Plan

A master plan charts a course for future actions that are responsive to the public's needs and to the physical capabilities of the resource. The plan presented here contains recommendations for specific improvements and management techniques aimed at enhancing the parklands and, consequently, the Griffith Park experience. For clarity, the various recommendations are grouped according to an easily recognizable park structure: recommendations for the large natural zone; recommendations for the existing developed zone that includes most of the major man-made facilities; and several special concepts for the Griffith Park Drive corridor, where the developed zone and the natural zones merge.

The desire to upgrade the overall Park experience also requires a more efficient use of transportation to distribute people to areas of the Park in a way that would not create congestion, nor degrade the resources of the Park. Recommended transportation concepts are also presented later in this chapter.

The Master Plan foresees an evolutionary process of improvement for the Park. Many of its recommendations can be implemented immediately through new management policies; others may require a series of events to achieve full maturity. In all cases, the recommendations are directed at maintaining the entire 4,043 acres as recreational park space. Uses which do not meet this use classification should be located elsewhere within the City.

There is, however, a broad range of "park uses" which can be incorporated into the Park which will enhance the total Park experience. The Master Plan suggests some of these uses and recommends areas where they will be compatible with the overall Park objectives.

Continuous exploration and creative effort is needed to bring Griffith Park into its full existence. In size it has achieved its greatness, now in use it should seek a balance of recreation experiences which make the Park a great place to be for each and every citizen.

The Master Plan is most easily perceived as a vast natural zone of steep chaparral covered hillsides surrounded on the south, east and north by lower, flatter general park uses. To the west, the Park boundary, in part, connects to undeveloped natural areas which hopefully will be added to the Park, securing the vital connection of Griffith Park to the Santa Monica Mountains.

The Natural Zone, containing the majority of land in the Park, is the location of spectacular viewpoints, widespread hiking trails and the location of the Toyon Meadow landfill reclamation project.

The lower, flatter Park areas surrounding the Natural Zone contain within it two distinct master planning zones. First, the Green Park Corridor is a zone intended to establish a larger and more useful continuous series of Park spaces for uses such as picnicking and

free play. The character of this zone is established by lawns, trees and flowing "green park" spaces.

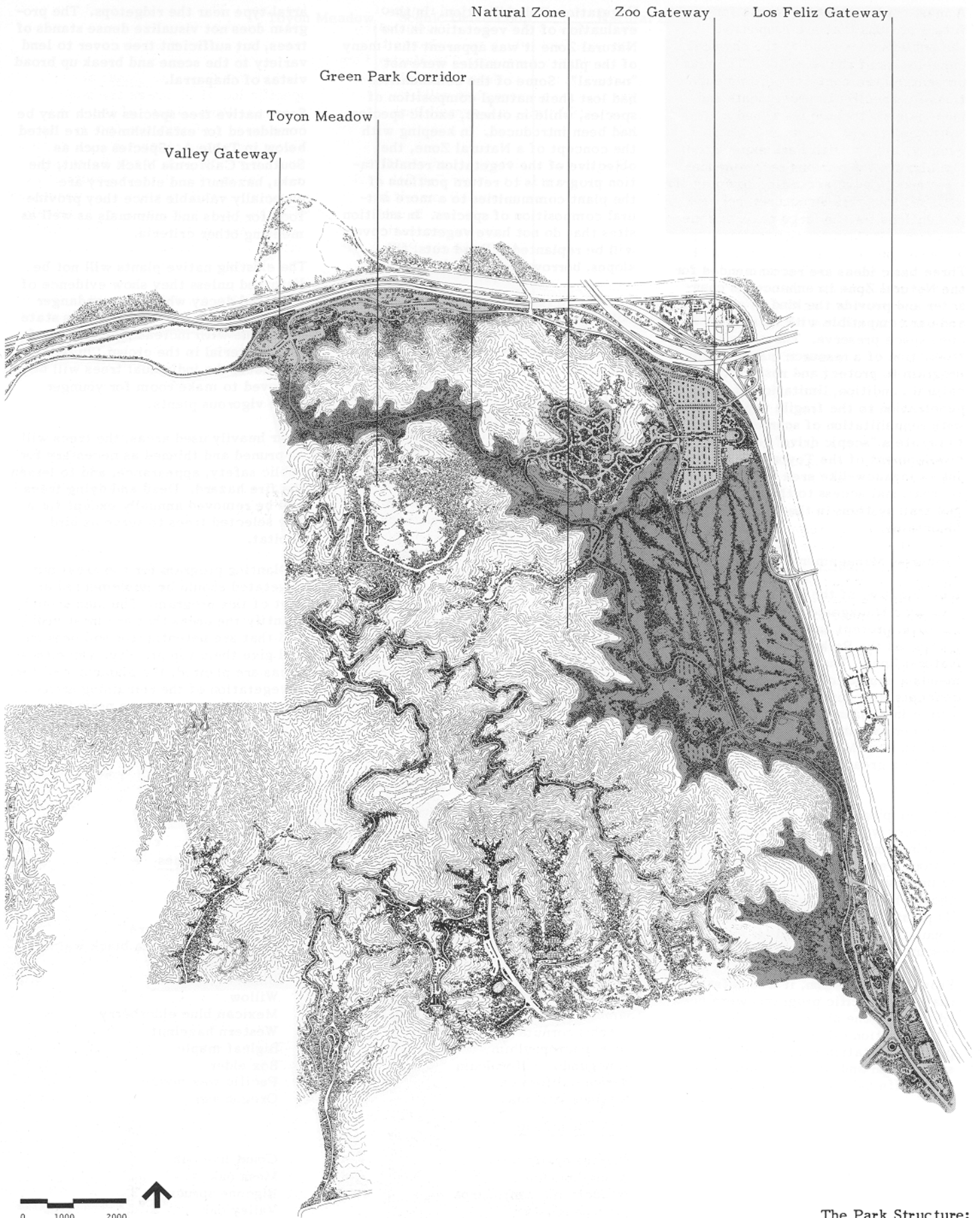
Second, the Gateway Zones are specific locations where the public enter the Park. Three of these locations, the Los Feliz, the Zoo, and the Valley gateways receive improvements to their visual quality and functional use. The entries along the south Park boundary including Vermont Avenue and Fern Dell are recommended to remain as they are today due to their more attractive appearance and through neighborhood circulation routes.

Each gateway is described as to its own character, the Park uses which may be added to existing uses, and the role each gateway serves in the overall Master Plan scheme to encourage a broad and interesting total Park experience.

The Park Improvement Strategy describes recommendations to improve the Park spaces along the freeways, enhance the Park entries, and to increase the quality of the entire Park experience.

Relating to all of the above elements, a Parkwide Transportation Plan recommends an important series of concepts to gain better public access to the Park and establish a more useful interconnection between the Park's existing parking lots. The essence of the plan recommends a balanced system of automobile, mass transit, bicycle and pedestrian circulation throughout the entire Park and as a means of access to the Park.





The Park Structure:
Zones and Gateways