

**RESPONSE TO COMMENTS****INTRODUCTION**

Comments received during the 45-day public comment period for the Draft Initial Study and Mitigated Negative Declaration, ending February 22, 2016, included public comments and responses from the Public Hearing, held on January 20, 2016.

**FORMAT OF THE RESPONSES TO COMMENTS**

Comments received on the Draft EIR are organized by the type of commenter, with agencies listed first, then companies, organizations, and individuals. These comment letters are referred to as Comment Letter 1. Each comment letter or e-mail is assigned a unique number with each comment individually numbered as well. Individual comments and issues within each comment letter or e-mail are numbered individually along the margins in Section 9.4. For example, Comment 2-1 is the first substantive comment in Comment Letter 2; “2” represents the commenter; the “1” refers to the first comment in that letter. Due to the number of public comments received, comment letters which address highly similar issues have been addressed as a whole. These comment letters are referred to as Comment Letter 1. All comment letters are addressed in this section.

**INDEX OF COMMENTS RECEIVED**

Table 1 lists all agencies, organizations, companies, and individuals that provided written comments on the Draft EIR. As described above, each unique comment letter was assigned a unique number.

**Table 1. Index of Comments Received on the Draft EIR**

<b>Commenter Number</b>	<b>Name of Commenter</b>	<b>Response to Comment Location</b>
1	45 Public Comment Letters	Page 3
2	Connie Vandergriff, Homeowner	Page 5
3	Kathleen Smith	Page 7
4	Denise von Held	Page 9
5	Lynn Kersey	Page 11
6	Mark Jones	Page 13
7	Martha Sensel, League Cycling Instructor	Page 15
8	Susan Swan, Griffith Park Advisory Board	Page 17
9	Emmy Goldknopf and Sue Schohan, Sierra Club Griffith Park Section	Page 19
10	Christine Mills O'Brien	Page 22

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments

<b>Commenter Number</b>	<b>Name of Commenter</b>	<b>Response to Comment Location</b>
11	Donald A. Seligman, Griffith Park Advisory Board	Page 29
12	Kathryn Louyse	Page 33
13	Amy Gustincic	Page 36
14	Lawrence Man	Page 38
15	Hugh Kenny	Page 40
16	Eban Lehrer	Page 42
17	Joyce Dillard	Page 44
18	Mary Button	Page 48
19	N. Manzo	Page 50
20	Stuart Langley, Principle Counsel, Corporate Patents, The Walt Disney Company	Page 54
21	Joe Linton	Page 56
22	Sheila Irani, LHHA President	Page 59
23	Mary Jane Mitchell	Page 62
24	Kristin Sabo, Steward-Caretaker, Amir's Garden	Page 64
25	Daryl Whiting	Page 66
26	Gerry Hans, President, Friends of Griffith Park	Page 68

**RESPONSE TO COMMENTS**

The following pages contain copies of the comment letters. Presented first is a copy of the comment letter with vertical lines indicating the extent of specific numbered comments, and on the subsequent pages are the corresponding numbered responses to individual comments.

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, February 03, 2016 3:26 PM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Michael Carroll** <[mcarroll138@gmail.com](mailto:mcarroll138@gmail.com)>  
Date: Tue, Feb 2, 2016 at 7:52 PM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org), [joe.salaires@lacity.org](mailto:joe.salaires@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), roadblock <[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.  
Michael Carroll

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 1:27 PM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **lakersalex** <[lakersalex@yahoo.com](mailto:lakersalex@yahoo.com)>  
Date: Wed, Jan 27, 2016 at 11:12 AM  
Subject: Griffith Park Action Plan public comment  
To: "[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)" <[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)>, "[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)" <[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)>, "[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)" <[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)>, "[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)" <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>, "[RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)" <[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)>, "[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)" <[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. As a resident of Los Angeles living in Council District 4, I am blessed with the opportunity to enjoy Griffith Park many times a week. This is a true treasure for Los Angeles and deserves to be protected for all Angelenos to enjoy, as well as provide natural habitat for our fragile ecosystems that surround our metropolis. The Department of Recreation and Parks has presented a plan for managing the park that imperils the wild interior of the park. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park. Mt. Hollywood Drive has been closed to vehicular traffic for decades and is an ideal place to hike, ride a bike or horse, or simply coexist with nature. As a cyclist and hiker who regularly hikes and rides Mt. Hollywood Drive, I urge you all to not open the Mt Hollywood gates to city shuttle traffic. It will create a hazard for equestrians, hikers and cyclists on the Mt. Hollywood Drive, will disturb the serenity of one of the most popular trails and areas of Griffith Park, harm the environment and needlessly congest a wild area.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-1

1-2

1-2

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.

Alex de Cordoba  
[\(323\) 801-6543](tel:(323)801-6543)

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, February 03, 2016 3:25 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

**From:** Aysha Cohen, UCLA Scholar at Institute of Transportation Studies  
<[aysha@ucla.edu](mailto:aysha@ucla.edu)>  
**Date:** Mon, Feb 1, 2016 at 11:43 AM  
**Subject:** Griffith Park Action Plan public comment  
**To:** [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)  
**Cc:** [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

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Thank you.

Best Regards,  
Aysha Rüya Cohen  
UCLA Institute of Transportation Studies Scholar  
Olive Tree Initiative: Armenia-Turkey, founding member  
[www.Linkedin.com/in/AyshaRuyaCohen](http://www.Linkedin.com/in/AyshaRuyaCohen)  
Cell: [\(805\) 765-7119](tel:(805)765-7119)

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 11:47 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **mike kaiser** <[bikecar101@gmail.com](mailto:bikecar101@gmail.com)>  
Date: Wed, Jan 27, 2016 at 11:46 AM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

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Thank you.

Mike Kaiser, Kayla Kaiser, Nick Luna, and Trong Nguyen

Bikecar101

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 9:21 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

**From:** Catherine Jean Des Lauriers <[cathyd@usc.edu](mailto:cathyd@usc.edu)>  
**Date:** Wed, Jan 27, 2016 at 9:20 AM  
**Subject:** Griffith Park Action Plan public comment  
**To:** "[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)" <[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)>, "[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)" <[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)>, "[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)" <[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)>, "[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)" <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>, "[RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)" <[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)>, "[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)" <[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>  
**Cc:** Catherine Jean Des Lauriers <[cathyd@usc.edu](mailto:cathyd@usc.edu)>

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Thank you.

Catherine J. Des Lauriers

CD 4

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, January 28, 2016 8:43 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Clement Tsang** <[ctsang1@go.pasadena.edu](mailto:ctsang1@go.pasadena.edu)>  
Date: Thu, Jan 28, 2016 at 8:24 AM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

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Thank you.  
Clement Tsang  
Altadena Resident

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, January 28, 2016 8:49 AM  
**To:** Gira, Daniel; Joe Salaices; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Daniel Alvarado** <[daniel.alvarado989@gmail.com](mailto:daniel.alvarado989@gmail.com)>  
Date: Thu, Jan 28, 2016 at 4:20 AM  
Subject: Griffith Park Action Plan public comment  
To: [paul.j.davis@lacity.org](mailto:paul.j.davis@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [michael.a.shull@lacity.org](mailto:michael.a.shull@lacity.org),  
[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org), [rap.commissioners@lacity.org](mailto:rap.commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

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Thank you.

Best,

Daniel Alvarado

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 2:53 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Jan Leigner** <[dave.mcsteve@me.com](mailto:dave.mcsteve@me.com)>  
Date: Wed, Jan 27, 2016 at 2:25 PM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

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Thank you.  
Signed,

Dave McSteve

--

Paul J. Davis  
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**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 1:24 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **David Swartz** <[davidaaronswartz@gmail.com](mailto:davidaaronswartz@gmail.com)>  
Date: Wed, Jan 27, 2016 at 3:49 AM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)  
Cc: [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org), [joe.salaices@lacity.org](mailto:joe.salaices@lacity.org),  
[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), "Don \"Roadblock\" Ward" <[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

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Best,  
DS

---  
DAVID SWARTZ  
1920 Hillhurst Ave. #208  
Los Angeles, CA 90027  
---

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 1:23 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Roadblock** <[don@wolfpackhustle.com](mailto:don@wolfpackhustle.com)>  
Date: Wed, Jan 27, 2016 at 1:48 AM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), roadblock  
<[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

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Thank You  
Don Ward

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, February 04, 2016 1:04 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: <[gerardo@fortiuscoaching.com](mailto:gerardo@fortiuscoaching.com)>  
Date: Thu, Feb 4, 2016 at 12:56 PM  
Subject: Griffith Park Action Plan public comment  
To: "[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org) [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org) \ [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org) [joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org) \ [RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)"@localhost.localhost, [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

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2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you,

**Gerardo Barrios**

**Fortius Coaching**

*USA Triathlon Level 1 Coach*

*USA Cycling Level 2 Coach*

*ASCA Certified Level 2 Swimming Coach*

**[818-674-0787](tel:818-674-0787) Error! Filename not specified. Error! Filename not specified.**

**Error! Filename not specified. Error! Filename not specified.**

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, January 28, 2016 11:05 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Jackie Burhans** <[jackie.burhans@usa.net](mailto:jackie.burhans@usa.net)>  
Date: Thu, Jan 28, 2016 at 9:33 AM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.

Jackie Burhans, long time fan of Griffith Park

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 1:24 PM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Jennifer A. Gill** <[geneffer@pacbell.net](mailto:geneffer@pacbell.net)>  
Date: Wed, Jan 27, 2016 at 5:38 AM  
Subject: Griffith Park Action Plan public comment  
To: "[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)" <[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)>, "[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)" <[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)>, "[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)" <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>, "[RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)" <[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)>, "[roadblock@wolfpackhustel.com](mailto:roadblock@wolfpackhustel.com)" <[roadblock@wolfpackhustel.com](mailto:roadblock@wolfpackhustel.com)>, "[Paul.J.Davis@lacity.org](mailto:Paul.J.Davis@lacity.org)" <[Paul.J.Davis@lacity.org](mailto:Paul.J.Davis@lacity.org)>

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.  
Signed

Jennifer A. Gill  
[213-427-0759](tel:213-427-0759) (cell)  
90057

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 8:50 AM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan Public Comment

----- Forwarded message -----

From: **Christian Townsend** <[townsend.christian@gmail.com](mailto:townsend.christian@gmail.com)>  
Date: Wed, Jan 27, 2016 at 8:48 AM  
Subject: Griffith Park Action Plan Public Comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)

There are precious few car free areas in Los Angeles where residents and visitors can enjoy LA's natural beauty. Griffith Park is one of these areas and we need to make every effort to preserve it.

- 1-1 | 1. I strongly oppose allowing any vehicular traffic on Mt. Hollywood Drive. Hikers and cyclists use these roads to enjoy the natural beauty of Griffith Park and any further vehicular incursions will seriously diminish our safety and enjoyment of this precious resource.
- 1-2 | 2. Please work to increase DASH shuttle service to help discourage additional vehicular traffic into the park.

Thank you for your dedication to this matter,

John Christian Townsend

2418 Teviot St

Los Angeles, CA 90039

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Friday, January 29, 2016 6:55 AM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **joni yung** <[joni@accidentalyogist.com](mailto:joni@accidentalyogist.com)>  
Date: Fri, Jan 29, 2016 at 1:41 AM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaires@lacity.org](mailto:joe.salaires@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org),  
"[ROADBLOCK@WOLFPACKHUSTLE.COM](mailto:ROADBLOCK@WOLFPACKHUSTLE.COM)" <[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Drive to ALL non-emergency vehicles -- including trams, buses, and cars -- forever.

1-1

Hiking through Griffith Park is one of the best ways to minimize stress in this crazy world we live in. Breathing in fresh air, listening to the sounds of nature, walking along trails without having to watch out for motorized vehicles... all of this would be severely impacted if a constant flow of shuttles were allowed to ply their way up and down the road.

2) Please work with relevant agencies to provide more frequent DASH service from the Vermont/Sunset Metro station; this will encourage the use of public transit into the park.

1-2

Currently, DASH service from the Vermont/Sunset Metro station to the observatory is available ONLY on weekends at infrequent 35-minute intervals. Rather than be inconvenienced, visitors are more likely to drive into the park, resulting in added air and noise pollution, not to mention added frustration when drivers are stuck in traffic, or worse yet, struggle to find parking spots. We should strive to make every visit to Griffith Park a pleasant experience from beginning to end.

Thank you for your consideration.

Sincerely,

Joni Yung

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Friday, January 29, 2016 11:37 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Kathryn Savage** <[kmsavage@gmail.com](mailto:kmsavage@gmail.com)>  
Date: Fri, Jan 29, 2016 at 10:26 AM  
Subject: Griffith Park Action Plan public comment  
To: [Paul.j.Davis@lacity.org](mailto:Paul.j.Davis@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.a.shull@lacity.org](mailto:Michael.a.shull@lacity.org),  
[Joe.salaiques@lacity.org](mailto:Joe.salaiques@lacity.org), [Rap.commissioners@lacity.org](mailto:Rap.commissioners@lacity.org)

Dear All,

Thank you for putting together the Griffith Park Plan. I'm writing in support of the plan with the following two improvements, reiterating my comments during the public meeting held Wednesday, January 20th.

1-1 | #1. I agree with many others that Mt Hollywood Drive should be closed to all motor traffic, including shuttles and private vehicles, except emergency vehicles.

I lead a group of young women beginner cyclists, and we ride up Mt Hollywood Drive. We feel safe there without cars. Moreover, it is a beautiful respite from the metropole of L.A. and we strongly feel that it should remain protected. Thank you.

1-2 | #2. I would like to see us utilize the existing DASH bus service, and increase the frequency to every 15 minutes. The buses are ADA-compliant, clean, a manageable size for the park, capacity-efficient, comfortable, etc. They are simply fantastic and they already exist. In addition, I think it will be inefficient and confusing if there are two different bus systems. The revenue from paid parking (which I wholeheartedly support) will subsidize their cost.

Thank you again for your work and care. With these two improvements, I believe the community will be hopeful and excited for the future of our beautiful Griffith Park.

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 8:17 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Kayla A. Kaiser** <[mrs.kayla.kaiser@gmail.com](mailto:mrs.kayla.kaiser@gmail.com)>  
Date: Wed, Jan 27, 2016 at 6:31 AM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.  
Kayla A. Kaiser

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 1:28 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Lauren Grabowski** <[l.grabowski@gmail.com](mailto:l.grabowski@gmail.com)>  
Date: Wed, Jan 27, 2016 at 12:34 PM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)

Hello,

I am writing because I believe the Griffith Park Action Plan needs to address the needs of people and not automobiles..

1-1

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever. This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

1-2

2) Please work with relevant agencies to enhance public transit such as the DASH to 7 days a week at 15 minute increment headways or better as needed. Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you,

Lauren Grabowski

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 8:16 AM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Jacquie M.** <[sweetie1032000@yahoo.com](mailto:sweetie1032000@yahoo.com)>  
Date: Wed, Jan 27, 2016 at 7:03 AM  
Subject: Griffith Park Action Plan public comment  
To: "[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)" <[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)>, "[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)" <[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)>, "[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)" <[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)>, "[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)" <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>, "[RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)" <[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)>, "[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)" <[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you,

J. Malette

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 1:28 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Megan Graham** <[mgmakeup@gmail.com](mailto:mgmakeup@gmail.com)>  
Date: Wed, Jan 27, 2016 at 11:33 AM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.  
Megan Graham  
731 Isabel St. Los Angeles CA 90065  
[323 767 3390](tel:3237673390)

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, January 28, 2016 3:20 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

**From:** **Megan R. Luke** <[mluke@dornsife.usc.edu](mailto:mluke@dornsife.usc.edu)>  
**Date:** Thu, Jan 28, 2016 at 1:29 PM  
**Subject:** Griffith Park Action Plan public comment  
**To:** "[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)" <[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)>, "[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)" <[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)>, "[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)" <[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)>, "[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org)" <[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org)>, "[RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)" <[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)>, "[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)" <[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

To whom it may concern,

Thank you for listening to the public regarding the Griffith Park Action Plan. I am writing to you as a regular visitor to the park, primarily engaged in the activities of hiking and cycling, and I am a cycling commuter and daily user of public transit in the city.

I believe there are two areas where the Griffith Park Action Plan needs improvement:

**1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.**

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to the cleanliness and safety of the park, to the public enjoyment and peace that it provides, and to a vulnerable wildlife habitat.

**2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.**

1-2

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you for all that you do to make Los Angeles livable for all its residents,  
Signed,

Megan R. Luke

Megan R. Luke  
Assistant Professor  
Department of Art History  
University of Southern California  
[dornsife.usc.edu/meganluke](http://dornsife.usc.edu/meganluke)

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Friday, January 29, 2016 6:53 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Michael Atkins** <[michael@allthingsatkins.com](mailto:michael@allthingsatkins.com)>  
Date: Thu, Jan 28, 2016 at 3:47 PM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org), [joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved to best display our world-class park to visitors, and improve its accessibility to Angelenos.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metropolitan area that is Griffith Park.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed. A DASH bus system is the only credible solution to providing cheap and regular access to the park.

1-2

Please use parking revenues from the Observatory and the Greek to guarantee a convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.  
Michael Atkins

--

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 1:28 PM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Mike Kim** <[mikekim.photog@gmail.com](mailto:mikekim.photog@gmail.com)>  
Date: Wed, Jan 27, 2016 at 1:04 PM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaires@lacity.org](mailto:joe.salaires@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

Who whom it may concern,

I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is the only wilderness place in the city that's only accessible by foot, bike, and equestrian modes of travel. Allowing motor vehicle traffic whether they are shuttles or personal vehicles will ruin what little we have left. This is the only escape for many of us.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use the proper resources to better the current available modes of transportation. Please promote and fully utilize the existing DASH service.

Thank you.

Mike Kim

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, January 28, 2016 8:49 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Nicolas Rodriguez** <[nrodriguez@sbcglobal.net](mailto:nrodriguez@sbcglobal.net)>  
Date: Wed, Jan 27, 2016 at 9:11 PM  
Subject: Griffith Park Action Plan public comment  
To: "[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)" <[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)>, "[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)" <[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)>, "[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)" <[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)>, "[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)" <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>, "[RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)" <[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)>, "[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)" <[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.

Nicolas Rodriguez

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, February 03, 2016 3:26 PM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

**From:** **Hipolito, Nora** <[Nora.Hipolito@warnerbros.com](mailto:Nora.Hipolito@warnerbros.com)>  
**Date:** Mon, Feb 1, 2016 at 5:20 PM  
**Subject:** Griffith Park Action Plan public comment  
**To:** "[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)" <[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)>, "[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)" <[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)>, "[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)" <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>, "[RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)" <[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)>, "[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)" <[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)>, "[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)" <[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

Dear Lovers of Griffith Park,

I am writing to you as an employee of Warner Bros., and someone who lives and works in the community. I use Griffith Park and enjoy this incredible wilderness in my own work and home "backyard" on a regular basis, as do many of my Warner Bros. triathlete colleagues. We enjoy being able to safely train for the biking portion of our triathlon events in Griffith Park, without fear of getting hit by cars. Many of my fellow studio employees train for triathlons that are to benefit many charities, including Children's Hospital via the September Malibu triathlon. Cars on roads in GP that currently do not have them will detour folks from doing the triathlon, as they will be scared to train in GP due to the influx of vehicles on currently car free roads. This will take away from valuable fund raising efforts for worthwhile charities.

That is just ONE of many reasons, but perhaps one you have not see yet. We are not just random cyclists, we are training for a causes and charities we all believe in, and we want to be safe in this glorious park we all love and support. So here is what I ask:

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use parking revenues to guarantee this convenient and cost saving mode of transportation

1-2

which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.

Nora Hipolito

**Nora Hipolito** | Warner Home Entertainment | 3400 Riverside Drive, (bldg 160, 6048), Burbank, CA 91505 | O: [818-977-7135](tel:818-977-7135) | M: [310-740-3977](tel:310-740-3977)

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, January 28, 2016 11:05 AM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Paul Motschall** <[pmotschall@gmail.com](mailto:pmotschall@gmail.com)>  
Date: Thu, Jan 28, 2016 at 9:56 AM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaires@lacity.org](mailto:joe.salaires@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)  
Cc: roadblock <[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

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Thank you.

Paul Motschall  
Los Angeles, CA

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 1:26 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Roberta Romero** <[romero.roberta@gmail.com](mailto:romero.roberta@gmail.com)>  
Date: Wed, Jan 27, 2016 at 9:54 AM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

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I grew up going to Griffith Park and want my park to continue flourish and be intact for future generations.

Thank you,  
Roberta Romero

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, February 03, 2016 3:25 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

**From:** Roz Wiley <[rozillion@gmail.com](mailto:rozillion@gmail.com)>  
**Date:** Sat, Jan 30, 2016 at 7:13 AM  
**Subject:** Griffith Park Action Plan public comment  
**To:** [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org), [joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

Dear Lovers of Griffith Park,

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Thank you,  
Roz Wiley

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 12:12 PM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

**From:** Scott Young <[scott@greenmodernism.com](mailto:scott@greenmodernism.com)>  
**Date:** Wed, Jan 27, 2016 at 12:11 PM  
**Subject:** Griffith Park Action Plan public comment  
**To:** [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)  
**Cc:** Scott Hamilton Young <[scott@greenmodernism.com](mailto:scott@greenmodernism.com)>

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Thank you.  
Signed

Scott Hamilton Young, Assoc. AIA | LEED AP

**greenModernism**

Palm Springs, California

C: [760.717.0195](tel:760.717.0195)

E: [scott@greenModernism.com](mailto:scott@greenModernism.com)

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, January 28, 2016 8:45 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Shannon Nicholson** <[shannonnicholson@yahoo.com](mailto:shannonnicholson@yahoo.com)>  
Date: Wed, Jan 27, 2016 at 4:58 PM  
Subject: Griffith Park Action Plan public comment  
To: "[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)" <[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)>, "[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)" <[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)>, "[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)" <[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)>, "[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)" <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>, "[RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)" <[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)>, "[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)" <[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

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Thank you.  
Signed

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, February 03, 2016 3:25 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Stephen Taylor** <[stephenktaylor@gmail.com](mailto:stephenktaylor@gmail.com)>  
Date: Fri, Jan 29, 2016 at 4:03 PM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)

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This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park. 1/3 of a mile walk is not too much to ask of someone who has made the effort to travel to Los Angeles to see a sign. An interpretative guide with signs describing the history and ecology of Griffith Park would make it even more appealing.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.  
Stephen Taylor

--

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 9:12 AM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Steve Carrasco** <[esteve.carrasco@gmail.com](mailto:esteve.carrasco@gmail.com)>  
Date: Wed, Jan 27, 2016 at 9:11 AM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), roadblock  
<[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

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Thank you.

Signed

--

[Steven Carrasco](#)

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 1:28 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: <[suze11459@aol.com](mailto:suze11459@aol.com)>  
Date: Wed, Jan 27, 2016 at 12:49 PM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

Dear Fellow Lovers of Griffith Park,

Thank you so much for providing the public with a forum for voicing our concerns and thank you for all your efforts on our behalf. As a fellow lover of Griffith Park, I am urging you to strongly consider the following requests:

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

Please help to preserve this precious and scarce urban wilderness area by making it accessible ONLY by foot, bike, and equestrian modes of travel. Encroachment by shuttles and motor vehicles is a threat to wild life (as well as humans), and ruins the peaceful escape from the Los Angeles Metro area that is Griffith Park. It is especially upsetting to see the greatly increased amount of litter in the park, which is a direct result of allowing cars and trams on Mt. Hollywood Drive.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you so very much for your consideration.  
Sincerely,  
Suzette Stambler

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, February 03, 2016 3:26 PM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Terry Murphy** <[terryleemurph@gmail.com](mailto:terryleemurph@gmail.com)>  
Date: Mon, Feb 1, 2016 at 5:11 PM  
Subject: Griffith Park Action Plan public comment  
To: [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org), [joe.salaices@lacity.org](mailto:joe.salaices@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com), [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)  
Cc: Joe Murphy <[joseph.murphy86@yahoo.com](mailto:joseph.murphy86@yahoo.com)>

SUBJECT: Griffith Park Action Plan public comment  
TO:

[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org),  
[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org),

Dear Lovers of Griffith Park,

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Thank you.

Terry L. Murphy  
[\(856 304-2085\)](tel:8563042085)  
5845 Carlton Way, Apt 201  
Los Angeles, CA 90028

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 8:17 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

----- Forwarded message -----

From: <[tbrdortiz6157@aol.com](mailto:tbrdortiz6157@aol.com)>  
Date: Wed, Jan 27, 2016 at 6:56 AM  
Subject: Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.

Todd A. Ortiz

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, January 28, 2016 8:44 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan Public Comment

----- Forwarded message -----

From: **William Campbell** <[wildbell@gmail.com](mailto:wildbell@gmail.com)>  
Date: Thu, Jan 28, 2016 at 5:24 AM  
Subject: Griffith Park Action Plan Public Comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1-1 | 1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

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1-2 | 2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.  
William Campbell  
840 N Occidental Blvd.  
Los Angeles CA 90026

--  
Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, January 28, 2016 11:05 AM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan

----- Forwarded message -----

**From:** Ann Hadlock <[annhadlock@gmail.com](mailto:annhadlock@gmail.com)>  
**Date:** Thu, Jan 28, 2016 at 10:51 AM  
**Subject:** Griffith Park Action Plan  
**To:**

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1-1 | 1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

1-2 | 2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you

Ann Hadlock

--

Los Angeles City Of Butterflies  
<http://cityofbutterflies.tumblr.com>  
[\(310\)600-4942](tel:(310)600-4942)

--

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, January 28, 2016 11:06 AM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Preventative Search & Rescue Possibilities

----- Forwarded message -----

From: **Kista Cook** <[kistacook@gmail.com](mailto:kistacook@gmail.com)>  
Date: Thu, Jan 28, 2016 at 9:24 AM  
Subject: Griffith Park Preventative Search & Rescue Possibilities  
To: [gurlrun@gmail.com](mailto:gurlrun@gmail.com)

Dear Lovers of Griffith Park,

I spend many hours a week in the park running, hiking, and participating in events. Over the last few of years, I've witnessed more graffiti and trash coinciding with more people using the park. Not to mention park visitors that are inexperienced on trails and with pets. Perhaps we could have volunteers in the park to share & educate park visitors with preventative measures to take while in the park. Trails, weather, and pet safety. Implement the trail rule of LEAVE NO TRACE - what you carry in, you carry out. The Grand Canyon does something similar: [http://www.nps.gov/grca/learn/photosmultimedia/hike\\_smart-01.htm](http://www.nps.gov/grca/learn/photosmultimedia/hike_smart-01.htm)

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1-1

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

1-2

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you very much,  
Kista  
trail runner

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, January 28, 2016 3:19 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park

----- Forwarded message -----

From: **Kate Flint** <[flint.kate@gmail.com](mailto:flint.kate@gmail.com)>  
Date: Thu, Jan 28, 2016 at 2:25 PM  
Subject: Griffith Park  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org), [joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am adding my voice to those who have already written to you, and ask you to work to ensure that two areas of the Griffith Park Action Plan are improved. I'm a resident of Los Feliz; our house backs onto Griffith Park, and I love it, its wildness, and its wildlife very deeply.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness that should only be accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.

Kate Flint

3689 Shannon Road, Los Angeles CA 90027

Provost Professor of Art History and English

University of Southern California  
Dana and David Dornsife College of Letters, Arts & Sciences  
Department of Art History  
VKC 351  
3501 Trousdale Parkway  
University Park  
Los Angeles, California 90089-0047

2016: ACLS Fellow

2015-16: Fellow, National Humanities Center  
7 T. W. Alexander Drive, P.O. Box 12256, Research Triangle Park  
NC 27709-2256

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Friday, January 29, 2016 11:33 AM  
**To:** Gira, Daniel; Joe Salaices; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park

----- Forwarded message -----

From: **Lila** <[valleysk8girl@yahoo.com](mailto:valleysk8girl@yahoo.com)>  
Date: Fri, Jan 29, 2016 at 11:29 AM  
Subject: Griffith Park  
To: "[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)" <[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)>, "[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)" <[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)>, "[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)" <[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)>, "[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)" <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>, "[RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)" <[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)>

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.

Sincerely,

Lila Mahar

--

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, February 03, 2016 3:25 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: No Cars in Griffith Park

----- Forwarded message -----

From: **Kelly Thompson** <[kthompson1346@gmail.com](mailto:kthompson1346@gmail.com)>  
Date: Sat, Jan 30, 2016 at 10:26 AM  
Subject: No Cars in Griffith Park  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

To, Those who can keep Griffith Park a Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1-1 | 1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

1-2 | 2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.  
Signed, Kelly Thompson

--

Kelly Thompson  
Website- <http://www.kellythompson1.com/>  
Blog - <http://untitled54.blogspot.com/>

--

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, January 28, 2016 8:43 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Park Action Plan public comment

----- Forwarded message -----

From: **Katy Sue Kvassay** <[katykvassay@gmail.com](mailto:katykvassay@gmail.com)>  
Date: Thu, Jan 28, 2016 at 8:20 AM  
Subject: Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

We need to protect the park interior from development and encroachment. Our park is beautiful and a wonderful escape from the bustle of the city.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

1-2

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

Thank you,

Katy Kvassay  
[213-300-7665](tel:213-300-7665)

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, February 03, 2016 3:25 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: save Mt. Hollywood

----- Forwarded message -----

**From:** **nick richert** <[nickrichert@hotmail.com](mailto:nickrichert@hotmail.com)>  
**Date:** Mon, Feb 1, 2016 at 1:03 PM  
**Subject:** save Mt. Hollywood  
**To:** "[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)" <[paul.j.davis@lacity.org](mailto:paul.j.davis@lacity.org)>, "[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)" <[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)>, "[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)" <[michael.a.shull@lacity.org](mailto:michael.a.shull@lacity.org)>, "[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org)" <[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org)>, "[RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)" <[rap.commissioners@lacity.org](mailto:rap.commissioners@lacity.org)>, "[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)" <[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

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Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.  
Signed

**From:** pdavis5575 <pdavis5575@gmail.com>  
**Sent:** Friday, January 29, 2016 4:08 PM  
**To:** Gira, Daniel; Buggert, Matthew; Tracy James; Joe Salaices  
**Subject:** Fwd: Griffith Park Action Plan public comment

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: Stephen Taylor <[stephentaylor@gmail.com](mailto:stephentaylor@gmail.com)>

Date: 1/29/2016 4:03 PM (GMT-08:00)

To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org), [RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)

Subject: Griffith Park Action Plan public comment

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

1-1

This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park. 1/3 of a mile walk is not too much to ask of someone who has made the effort to travel to Los Angeles to see a sign. An interpretative guide with signs describing the history and ecology of Griffith Park would make it even more appealing.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

1-2

Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

Thank you.  
Stephen Taylor

**Comment Letter 1 – 45 Comment Letters from the Public, Regarding Vehicle Access to Mt. Hollywood Road and DASH Services**

**Comment Response 1-1**

We appreciate the amount of public interest in this Project. All public comments have been reviewed and noted, and those letters addressing similar issues are addressed together. In regards to Mt. Hollywood Drive, plans for shuttle access along this roadway have been revised, and Mt. Hollywood Drive will remain closed to all non-emergency vehicles, including trams, shuttles, and cars. Mt. Hollywood Drive will remain accessible only to pedestrians, cyclists, and emergency vehicles. In addition, viewing area enhancement plans for a Hollywood Sign Viewing Area on Mt. Hollywood Drive have been removed from the Project. No additional signage, bench installation, grading, or other alterations will take place on Mt. Hollywood Drive. Discussion of these plans and analysis of their impacts have been removed from the Initial Study/Mitigated Negative Declaration (IS/MND) and these documents revised throughout to reflect these changes.

**Comment Response 1-2**

Comment noted. Improved DASH services have been integrated into the project as described within the updated IS/MND, with the goal of providing DASH service to the Park 7 days per week with estimated headways or frequency of service of roughly every 20 minutes. Coordination with MTA metro services has also been included as described within the updated IS/MND. Associated analysis for the integration of these interconnected public transit services has been included within the finalized IS/MND.

**From:** Gira, Daniel  
**Sent:** Monday, January 25, 2016 11:31 AM  
**To:** Buggert, Matthew  
**Subject:** FW: Griffith Park Access

**From:** Paul Davis [<mailto:paul.j.davis@lacity.org>]  
**Sent:** Monday, January 25, 2016 11:30 AM  
**To:** Gira, Daniel <[daniel.gira@amec.com](mailto:daniel.gira@amec.com)>; Joe Salaices <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>; Julie Dixon <[Julie@dixonresourcesunlimited.com](mailto:Julie@dixonresourcesunlimited.com)>; Tracy James <[tracy.james@lacity.org](mailto:tracy.james@lacity.org)>  
**Subject:** Fwd: Griffith Park Access

----- Forwarded message -----

**From:** **Connie Vandergriff** <[connie31415@yahoo.com](mailto:connie31415@yahoo.com)>  
**Date:** Mon, Jan 25, 2016 at 10:29 AM  
**Subject:** Griffith Park Access  
**To:** "[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)" <[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)>, "[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)" <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>, "[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)" <[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)>, "[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)" <[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)>, "[Paul.j.davis@lacity.org](mailto:Paul.j.davis@lacity.org)" <[Paul.j.davis@lacity.org](mailto:Paul.j.davis@lacity.org)>

Dear Mr. Shull, Mr. Salaices, Councilmember Ryu, Mr. Davis, and Commissioners:

I have lived in the City of Los Angeles for 65 years. My visits to Griffith Park for hikes, Planetarium, picnics, pony rides and exploration have been important to me and my family.

I would like to see this beautiful resource preserved for future generations by the development of a more sensible traffic plan.

- 2-1 | 1. Frequent DASH service from the Metro Red Line. We, seniors, will greatly benefit from this type of access.
- 2-2 | 2. No shuttle cars, busses, or trams on Mt. Hollywood.
- 2-3 | 3. Congestion pricing for the parking of cars to discourage car use within the park and to provide a funding source for DASH services.

Thank you for your consideration of my comments for the public comment period.

Connie Vandergriff  
Homeowner in LA City

**Comment Response 2-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. Improved DASH services have been integrated into the project as described within the updated Initial Study/ Mitigated Negative Declaration (IS/MND) along with coordination with MTA metro services. Associated analysis for the integration of these interconnected public transit services has been included within the finalized IS/MND. Please also refer to Comment Response 1-2.

**Comment Response 2-2**

Comment noted. The proposed Project has been revised to delete the proposed Mt. Hollywood Drive shuttle and viewpoint; only emergency and maintenance vehicles would be permitted. For additional information pertaining to vehicle access along Mt. Hollywood Drive, please also refer to Comment Response 1-1.

**Comment Response 2-3**

Comment noted. DASH services and parking costs shall be determined by the Department of Recreation and Parks at a price point to both allow for continued public access while reducing congestion in addition to providing a funding source for DASH services. Please also refer to Comment Response 1-2.

**From:** Gira, Daniel  
**Sent:** Monday, January 25, 2016 9:07 AM  
**To:** Buggert, Matthew  
**Subject:** FW: MND public comment Griffith Park Traffic Plan

**From:** Paul Davis [<mailto:paul.j.davis@lacity.org>]  
**Sent:** Monday, January 25, 2016 7:47 AM  
**To:** Gira, Daniel <[daniel.gira@amec.com](mailto:daniel.gira@amec.com)>; Joe Salaiques <[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org)>; Julie Dixon <[Julie@dixonresourcesunlimited.com](mailto:Julie@dixonresourcesunlimited.com)>; Tracy James <[tracy.james@lacity.org](mailto:tracy.james@lacity.org)>  
**Subject:** Fwd: MND public comment Griffith Park Traffic Plan

No substantive CEQA comments.

----- Forwarded message -----

**From:** Kathleen Smith <[kataphn@yahoo.com](mailto:kataphn@yahoo.com)>  
**Date:** Fri, Jan 22, 2016 at 2:48 PM  
**Subject:** Fwd: MND public comment Griffith Park Traffic Plan  
**To:** [paul.j.davis@lacity.org](mailto:paul.j.davis@lacity.org)

FYI this an email for public comment.  
Kathleen Smith

Begin forwarded message:

**From:** Kathleen Smith <[kataphn@yahoo.com](mailto:kataphn@yahoo.com)>  
**Date:** January 22, 2016 at 1:32:38 PM PST  
**To:** [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org), [joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org),  
[RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)  
**Subject:** MND public comment Griffith Park Traffic Plan

Dear Mr. Shull, Mr. Salaiques, Councilmember Ryu, and Commissioners:

I am a senior citizen and long time homeowner in the city of Los Angeles. I am a native of Los Angeles. My family and I are frequent visitors to Griffith Park for recreation. I support the following as critical elements in the traffic plan:

- 3-1 | 1. No shuttle cars, busses, or trams on Mt. Hollywood.
- 3-2 | 2. Frequent DASH service from the Metro Red Line. As seniors, we will greatly benefit from this type of access.
- 3-3 | 3. Congestion pricing for the parking of cars to discourage car use within the park and to provide a funding source for DASH services.

Thank you for your consideration of my comments for the public comment period.

Kathleen Smith

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments  
**Comment Letter 3 – Kathleen Smith**

**Comment Response 3-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. The proposed Project has been modified to include substantially improved DASH service into the Park. Please also refer to Comment Response 1-2.

**Comment Response 3-2**

Comment noted. Shuttle access and the Hollywood Sign view area improvements along Mt. Hollywood Drive have been removed from the project. Please also refer to Comment Response 1-1.

**Comment Response 3-3**

Comment noted. DASH services and parking costs shall be determined by the Department of Recreation and Parks at a price point to both allow for continued public access while reducing congestion in addition to providing a funding source for DASH services. Please also refer to Comment Response 1-2.

**From:** Gira, Daniel  
**Sent:** Monday, January 25, 2016 9:08 AM  
**To:** Buggert, Matthew  
**Subject:** FW: MND Public Comment Griffith park Traffic Plan

**From:** Paul Davis [<mailto:paul.j.davis@lacity.org>]  
**Sent:** Monday, January 25, 2016 7:40 AM  
**To:** Gira, Daniel <[daniel.gira@amec.com](mailto:daniel.gira@amec.com)>; Joe Salaiques <[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org)>; Julie Dixon <[Julie@dixonresourcesunlimited.com](mailto:Julie@dixonresourcesunlimited.com)>; Tracy James <[tracy.james@lacity.org](mailto:tracy.james@lacity.org)>  
**Subject:** Fwd: MND Public Comment Griffith park Traffic Plan

Traffic and Bio comments.

----- Forwarded message -----  
**From:** D CvH <[moxiegirl12@gmail.com](mailto:moxiegirl12@gmail.com)>  
**Date:** Sun, Jan 24, 2016 at 12:46 PM  
**Subject:** MND Public Comment Griffith park Traffic Plan  
**To:** [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)

Hi Paul,

I ride my horse daily in Griffith Park and want to convey my adamant disapproval of the plan to have shuttles on Mt. Hollywood Drive.

During the time the shuttles were operating, I saw more wildlife killed and more destruction of the park through people jumping fences and trying to find short cuts. I also saw a lot more trash.

I honestly don't understand WHY this is an issue. Please, keep the park for outdoor enthusiasts who want to respect the park we live in. And why can't you make money to support the park and local public transit to people who live outside the immediate community and tourists. The people who come in for a photo of the sign aren't respecting the community in which we live and love.

4-1

Please, keep the roads in the park closed to all non emergency vehicles and encourage public transportation to the park itself.

Thank you.

Denise von Held

--

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments  
**Comment Letter 4 – Denise von Held**

**Comment Response 4-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. In regards to vehicle access along Mt. Hollywood Drive, please refer to Comment Response 1-1.

**From:** Gira, Daniel  
**Sent:** Monday, January 25, 2016 9:08 AM  
**To:** Buggert, Matthew  
**Subject:** FW: MND Public Comment on Griffith Park Traffic Ban

**From:** Paul Davis [<mailto:paul.j.davis@lacity.org>]  
**Sent:** Monday, January 25, 2016 7:38 AM  
**To:** Gira, Daniel <[daniel.gira@amec.com](mailto:daniel.gira@amec.com)>; Joe Salaices <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>; Julie Dixon <[Julie@dixonresourcesunlimited.com](mailto:Julie@dixonresourcesunlimited.com)>; Tracy James <[tracy.james@lacity.org](mailto:tracy.james@lacity.org)>  
**Subject:** Fwd: MND Public Comment on Griffith Park Traffic Ban

Project comment; No CEQA comments.

----- Forwarded message -----

**From:** <[lynnkersey@ca.rr.com](mailto:lynnkersey@ca.rr.com)>  
**Date:** Sun, Jan 24, 2016 at 9:41 PM  
**Subject:** MND Public Comment on Griffith Park Traffic Ban  
**To:** [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org), [joe.salaices@lacity.org](mailto:joe.salaices@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Paul.j.davis@lacity.org](mailto:Paul.j.davis@lacity.org)

Dear Council member Ryu, Commissioners, Mr. Shull, Mr. Salaices, and Mr. Davis:

I am a lifelong Los Angeleno, having moved here when I was one year old, and a homeowner for over 25 years. I enjoy whenever possible visiting Griffith Park for recreational use and to visit the Observatory. In fact, I recently became a Friend of the Observatory. However, i do not enjoy the traffic in and around Griffith Park, and I imagine the homeowners in the area must dislike the traffic even more.

I support the following as critical elements in the traffic plan:

- 5-1 | 1. No shuttle cars, bus service, or trams on Mt. Hollywood.
- 5-2 | 2. Frequent DASH service from the Metro Red Line. This will benefit seniors, families with small children and strollers and many others.
- 5-3 | 3. Congestion pricing for the parking of cars to discourage car use within the park and to provide a funding source for DASH services.

Thank you for your consideration of my comments.

Sincerely,

Lynn Kersey  
1968 Buckingham Rd  
Los Angeles, Ca. 90016

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
[\(213\) 202-2667](tel:(213)202-2667)  
[\(213\) 202-2611](tel:(213)202-2611) FAX

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments  
**Comment Letter 5 – Lynn Kersey**

**Comment Response 5-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. Shuttle access and the Hollywood Sign view area improvements along Mt. Hollywood Drive have been removed from the project. Please also refer to Comment Response 1-1.

**Comment Response 5-2**

Comment noted. The proposed Project has been modified to include substantially improved DASH service into the Park. Please also refer to Comment Response 1-2.

**Comment Response 5-3**

Comment noted. DASH services and parking costs shall be determined by the Department of Recreation and Parks at a price point to both allow for continued public access while reducing congestion in addition to providing a funding source for DASH services. Please also refer to Comment Response 1-2.

**From:** Gira, Daniel  
**Sent:** Monday, January 25, 2016 9:07 AM  
**To:** Buggert, Matthew  
**Subject:** FW: new Griffith Park plan

Please create a folder for comments received (see below).

**From:** Paul Davis [<mailto:paul.j.davis@lacity.org>]  
**Sent:** Monday, January 25, 2016 7:50 AM  
**To:** Gira, Daniel <[daniel.gira@amec.com](mailto:daniel.gira@amec.com)>; Joe Salaices <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>; Julie Dixon <[Julie@dixonresourcesunlimited.com](mailto:Julie@dixonresourcesunlimited.com)>; Tracy James <[tracy.james@lacity.org](mailto:tracy.james@lacity.org)>  
**Subject:** Fwd: new Griffith Park plan

----- Forwarded message -----  
**From:** **Tracy James** <[tracy.james@lacity.org](mailto:tracy.james@lacity.org)>  
**Date:** Fri, Jan 22, 2016 at 2:23 PM  
**Subject:** Fwd: new Griffith Park plan  
**To:** Paul Davis <[paul.j.davis@lacity.org](mailto:paul.j.davis@lacity.org)>

Comment - MND

----- Forwarded message -----  
**From:** **Joe Salaices** <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>  
**Date:** Fri, Jan 22, 2016 at 2:17 PM  
**Subject:** Fwd: new Griffith Park plan  
**To:** Tracy James <[tracy.james@lacity.org](mailto:tracy.james@lacity.org)>

FYI

----- Forwarded message -----  
**From:** **Mark Jones** <[mjoneones@gmail.com](mailto:mjoneones@gmail.com)>  
**Date:** Thu, Jan 21, 2016 at 9:35 PM  
**Subject:** new Griffith Park plan  
**To:** [joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)

6-1 | As a cyclist and hiker who regularly hikes and rides Mt. Hollywood I urge you all to not open the Mt Hollywood gates to city shuttle traffic. It will create a hazard for equestrians, hikers and cyclists on the Mt. Hollywood Drive, will disturb the serenity of one of the most popular trails and areas of Griffith Park, harm the environment and needlessly congest a wild area.

Thank you,

Mark Jones

--

Joe Salaices  
Superintendent of Recreation and Parks Operations  
Griffith Region  
[\(323\) 661-9465](tel:(323)661-9465)

--

Tracy James  
Parks Services  
[323\)661-9465](tel:323661-9465)  
[tracy.james@lacity.org](mailto:tracy.james@lacity.org)

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments  
**Comment Letter 6 – Mark Jones**

**Comment Response 6-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. Shuttle access and the Hollywood Sign view area improvements along Mt. Hollywood Drive have been dropped from the project. Please also refer to Comment Response 1-1.

19 February 2016

Paul Davis  
Environmental Specialist,  
City of Los Angeles, Department of Recreation and Parks  
221 N. Figueroa Street, Suite 400  
Los Angeles 90012

Dear Mr. Davis,

Walk Bike Glendale, a chapter of the LA County Bike Coalition, advocates for vibrant and safe places to walk and bike, promotes walking and bicycling as fun and sustainable alternatives to driving, educates to increase safety on our streets, and inspires the community to get involved and make a difference. These activities result in increased opportunities for physical activity, thereby providing a link to improved public health.

Griffith Park is a highly used and beloved haven for Los Angeles area bicyclists, walkers, and hikers. Because of our proximity to Griffith Park (Park), we are frequent users of the Park and have a deep interest in keeping the Park safe for groups listed above. In particular, the long-closed Mount Hollywood Drive is a favorite destination, as it provides one of the few places in the city where bicyclists can ride without the worry of automobile traffic. We support the Departments efforts to address traffic congestion with the Park. However, we are strongly opposed to several aspects of the currently proposed Griffith Park Circulation and Parking Enhancement Plan, as outlined below:

7-1

1) We oppose the opening of Mount Hollywood Drive to a shuttle that would traverse the short one-third mile distance to a viewing point for the Hollywood Sign. A shuttle system in this location will be extremely detrimental to the safety of bicyclists and hikers. Moreover, the environmental impact of the shuttle has not been determined. A much better plan is to install a dedicated walking path for visitors who wish to view the sign from Mount Hollywood Drive. Further, we propose the installation of posted signage and online information directing visitors to other viewing sites.

7-2

2) While we are in favor of a shuttle system throughout existing roadways open to motor traffic, we oppose increasing parking within the park. A better plan is to increase parking areas offsite, so that the shuttle system will be viable.

7-3

2) We are in favor of a one-way, counterclockwise flowing roadway comprising East and West Observatory Roads. However, we oppose the plan to install angled parking on this one-way road. While angled parking is somewhat easier for motorists, it does nothing to decrease traffic congestion. East and West Observatory Roads are steep slope, and the presence of moving (or more likely, stopped) cars and bikes on a narrow, steep road together with parked cars backing into the roadway is extremely dangerous for bicyclists as well as pedestrians who are walking up to the Observatory on the roadway. A much better plan is to install a dedicated bike lane and walking path alongside the roadway, while eliminating parking along the roadside. The addition of parking within the Observatory area is in direct opposition to the plan to promote the shuttle system as an alternative.

Sincerely,

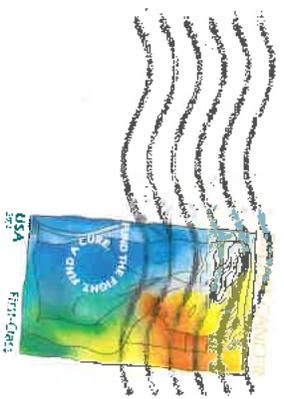


Martha Sensel  
League Cycling Instructor  
Vice-Chair, Walk Bike Glendale  
*On Behalf of the Walk Bike Glendale Steering Committee*  
Chair, Steven Nancarrow

1627 Whittessa Way  
Glendide, CA 91208

DEPT OF REC & PARKS  
PLAN, CONST. & MAINTENANCE  
2016 FEB 23 PM 2: 12

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19 FEB 2016 PM 4 L



Paul Davis  
Environmental Specialist  
City of Los Angeles  
Department of Parks & Recreation  
221 N. Figueroa St Suite 400  
Los Angeles, CA 90012

**Comment Response 7-1**

We thank you for your interest in preserving pedestrian access to an important recreational resource, and your comments regarding the Initial Study/ Mitigated Negative Declaration (IS/MND) have been noted and are appreciated. In regards to shuttle access along Mt. Hollywood Drive, please refer to Comment Response 1-1. As there would be no shuttles or other modifications to the roadway, the existing conditions of pedestrians, cyclists, and emergency vehicles would remain unchanged from current conditions. The most access provided by the project to the Mt. Hollywood Drive area would be the inclusion of a low-profile bus stop at the very bottom of this road, near the existing gate, which would not require additional enhancements. Updated discussions of visitor circulation and access are contained within Sections 5.15 and 5.16 of the IS/MND.

**Comment Response 7-2**

Comment noted. Comment provides recommendations to the proposed Project and does not pertain to the adequacy of the analysis made in this IS/MND.

**Comment Response 7-3**

Comment noted. However, addition of angled parking within the Observatory area serves to reduce traffic congestion, consistent with project objective to “[m]itigate the traffic and congestion at Griffith Observatory and along the surrounding roads by developing a comprehensive transportation system that provides circulation within the vicinity of Griffith Observatory.” Dedicated paved or natural surface pedestrian paths are proposed along the existing roadways which would provide parking. Existing roadway conditions do not provide ideal travel space for bicycle traffic. Right of way widths within the Observatory area are not capable of accommodating installation of dedicated bike lanes, pedestrian pathways, angled parking spaces, and vehicle travel lanes that would be pursuant to City of Los Angeles Mobility Plan requirements. Under the proposed project, roadway and parking improvements would reconfigure travel lanes to allow for ‘sharrow’ marked bicycle travel space to improve safety. As described in Section 1.2 of the IS/MND, it is not the objective of the Project to remove vehicle access to and from the Observatory area, but to reduce the amount of traffic congestion within the Park by facilitating public access via additional DASH and shuttle services and improved circulation.

**EXECUTIVE COMMITTEE:**

Chair: Susan Swan  
Vice Chair: Don Seligman  
Secretary: Kris Sullivan



**BOARD MEMBERS:**

Lynn Brown                      Ted Johnson  
Chip Clements                 Chris Laib  
Barbara Ferris                 Susan Lee  
Laura Howe                      Lucinda Phillips

**Griffith Park Advisory Board**

Department of Recreation and Parks, Los Angeles,  
(323) 661-9465  
Email: rap.griffithpark@lacity.org

February 5th 2016

To whom it may concern,

The Griffith Park Advisory Board was officially formed by the Department of Recreation and Parks over one year ago. Its mission\*, as outlined in the Vision for Griffith Park, is to advise the Superintendent of Griffith Park, Joe Salaices, the Department of Recreation and Parks, and the Parks Commission on issues and concerns in Griffith Park, designated a Historic-Cultural-Monument in 2009.

The members of the GPAB have a passionate, deep, and varied relationship with Griffith Park, including but certainly not limited to golf interests; picnickers; equestrian and hiking interests; ecological and wilderness preservation interests; and also includes some members who had served on the Griffith Park Master Plan Working Group (2005-2011). The outcome of that GPMPWG, the Vision for Griffith Park, is a good roadmap and guide for objectives and goals.

In preparation for our January 28, 2016 regular meeting, the GPAB members carefully reviewed the Initial Study & Mitigated Negative Declaration for the Griffith Park Circulation and Parking Enhancement Plan. At our Board meeting we reached several conclusions, and our recommendations follow.

1) We take exception to the statement on page 7 (of 99) item 1.2 "Project Goals and Objectives", "item 4": "Consistent with the Griffith Park Vision, the proposed project has the following objectives: 4. Provide a formalized viewpoint and photograph location for the Hollywood Sign, thereby reducing traffic and congestion in adjacent hillside neighborhoods that are not designed to accommodate visitor traffic to the sign, such as Hollywoodland along Beachwood Drive and in surrounding neighborhood roads."

8-1 | At no time was the establishment of a formalized view point and photograph location for the Hollywood Sign ever discussed at the GPMPWG meetings nor was it ever included in the revised Griffith Park Master Plan nor the end product, the current Griffith Park Vision Plan. We would like that corrected in the MND.

2) Our Board, at its Jan 28, 2016 meeting, voted unanimously to oppose the establishment of such a formalized view point for the Sign inside Griffith Park.

8-2 | 3) We also unanimously voted to oppose the use of shuttles on Mt Hollywood Drive, and we recommend that it remain closed to ALL vehicular traffic. We reference page 67 of the VFGP Item E., "The decision made in the mid-1990s to permanently close Mount Hollywood Drive and Vista Del Valle Drive to motorized traffic opened up a new automobile-free-zone for bicyclists in the Park's interior. These paved roads are now used harmoniously by all of the Park's non-motorized users: walkers, runners, horseback riders and cyclists." We feel that this usage of the interior roads best serves the public need.

4) We also unanimously support the concept of multiple Hollywood Sign Viewpoints being established outside of the Park to the better enjoyment of tourists and visitors.

5) We voted unanimously to request that all shuttle staging lots should be outside of the Park.

6) We voted unanimously to support the Traffic Flow Plan itself, although the majority of the Board voted to oppose the use of Section 9 for the parking of shuttles.

7) A majority of the Board voted to recommend the consideration of a reservation system for access to the Observatory.

8) We also respectfully request that the Public Review Period for the MND be extended to 45 days.

Sincerely Yours,  
On Behalf of the Griffith Park Advisory Board,

Susan Swan Chair\*\*  
Don Seligman Vice Chair\*\*  
Kris Sullivan Secretary\*\*

\* A Vision for Griffith Park, Page 11: "A Park Advisory Board be established to work with and advise Griffith Park's management on maintaining the Park with an Urban Wilderness Identity and oversee implementation of the goals and recommendations in this Visioning document

\*\* Signed electronically

**Comment Letter 8 – Susan Swan, Griffith Park Advisory Board (GPAB)**

**Comment Response 8-1**

Thank you for your comments and concerns regarding Griffith Park. As an important advisory body overseeing the implementation of park plans and goals, comments and recommendations from the GPAB regarding this Initial Study/Mitigated Negative Declaration (IS/MND) are much appreciated. Plans to establish and provide an enhanced public view of the Hollywood Sign from Mt. Hollywood Drive have been removed from the project and the document revised accordingly.

**Comment Response 8-2**

Comment noted. Plans to open Mt. Hollywood Drive to shuttle service have been removed from the Project and the analysis of this IS/MND has been revised accordingly. With the exception of emergency and park maintenance vehicles, Mt. Hollywood Drive will remain closed to vehicles and accessible to all of the Park's non-motorized users. Please refer to Comment Response 1-1.

**Comment Response 8-3**

Comment noted. Comment pertains to plans for areas outside of the Department of Recreation and Parks jurisdiction and the scope of the proposed Project and is not related to the adequacy of the IS/MND analysis.

**Comment Response 8-4**

Comment noted. However, parking lots located outside of Griffith Park are not under the jurisdiction of the Department of Recreation and Parks and the use of such lots may have currently unknown transit efficiency effects.

**Comment Response 8-5**

Comment noted.

**Comment Response 8-6**

Comment noted. However, such a recommendation is outside the scope of the current project and would need to be undertaken as a separate effort.

**Comment Response 8-7**

Comment noted, and the public review period was extended.

February 20, 2016

To Whom it May Concern,

The Sierra Club Griffith Park Section has led hikes and supported conservation efforts in Griffith Park for over 50 years. While we support efforts to reduce traffic in the Observatory area, we have a number of concerns and suggestions regarding the draft Mitigated Negative Declaration for the “Griffith Park Circulation and Parking Enhancement Plan,” aka the “Action Plan.”

- 9-1 | 1. We oppose the establishment of a formalized “Hollywood Sign Viewing Area” on Mt. Hollywood Drive. We join with other Sierra Club entities – the Angeles Chapter’s Executive Committee and Verdugo Hills Group – in saying that Mt. Hollywood Drive should remain closed to both private vehicles and shuttles.
- Such shuttles would encroach on an area that has been heavily used by cyclists, runners, and hikers since the road has been closed to traffic in the 1990s.
  - The view of the Sign from the so-called viewing area is very similar to the view from the Observatory. Visitors (including disabled people) can view the Sign from the Observatory as well as from many points in Hollywood.
  - 9-2 | • Shuttles to the so-called viewing area would bring unprecedented numbers of visitors to an area in the natural interior of the park that is without amenities. Even with their limited operation to date, shuttles to that spot have already led to increased litter and have necessitated the building of fences to discourage ill-equipped tourists from attempting precarious trails in search of better views of the Sign. The “Action Plan” calls for benches to be built and rangers assigned to the area to protect the environment from the tourists and the tourists from the environment. All of this is costly and unnecessary. The Observatory is fully accessible and already has a viewpoint, benches, rangers, and bathrooms.
  - 9-3 | • Marketing this bend in Mt. Hollywood Drive as the official Hollywood Sign Viewing Area would encourage even more people to come up Vermont Blvd., which is one of the problems the “Action Plan” is supposed to solve. Encouraging people to go to view the Sign from a wider array of viewpoints, including some in Hollywood, would reduce this problem.

#### Errors in the draft MND:

- 9-4 | • In section 1.2, the draft MND lays out eight objectives and states that they are “consistent with the Griffith Park *Vision*.” The fourth objective, “provide a formalized view point and photograph location for the Hollywood Sign,” is not mentioned in the *Vision for Griffith Park*, nor is it consistent with the *Vision*’s emphasis on maintaining Griffith Park’s Urban Wilderness Identity.
- 9-5 | • In section 1.3.3, the draft MND says “Historically, the DRP operated the Hollywood Sign Shuttle every Saturday and Sunday, from 10am to 2:00pm, and on selected holidays for a fee of \$7.” Because such shuttles were introduced in May of 2014 and discontinued in 2015, the word “historically” is misleading and should be replaced with a more accurate phrase such as “from 2014 to 2015,” or “for a year.” (In addition, according to screen shots of the DRP shuttle website, after its first three months of operation, the shuttle fare went up to \$10.)

9-6 | 2. We support an increase in public transportation to the park, both in the Observatory area and in the rest of the park. The LADOT's DASH bus system has an existing infrastructure; the modest 50¢ fares paid by riders help pay for the buses.

9-7 | 3. Shuttles or buses to the Observatory should:

- Interface with existing public transport (the subway and bus system)
- Be eco-friendly, with low emissions
- Be plentiful enough to make a dent in the traffic

9-8 | 4. Parking for Observatory shuttles should be located so as to have a minimal effect on the park and on surrounding neighborhoods and streets; lots south of Los Feliz Blvd would be best. Within the park, Section 9 and the lots near the Pony Rides already accommodate hikers and runners and are periodically very busy. (The draft MND erroneously characterizes Section 9 as "underutilized.") The Greek Theater lots are jammed whenever there is an event.

9-9 | In addition to reducing the pressure on lots in the park, using lots further south in Hollywood as shuttle pick-up points would reduce traffic on heavily used roads to and near the park, such as Vermont Ave and Los Feliz Blvd. To reduce possible negative impacts on Hollywood, lots should be sought that are already used by tourists and/or are in areas in need of increased business.

9-10 | 5. The *Vision* plan for Griffith Park states "As it has for more than 110 years, parking should remain free in Griffith Park." While it may be necessary to make an exception and charge for parking at the Observatory, we believe that parking in the rest of the park should remain free.

9-11 | In addition, we urge that any parking fees at the Observatory be modest, much less than the \$4/hour that has been mentioned. While the fees are supposed to help pay for the proposed shuttles and contribute to the park, using the shuttles may be less doable for elderly people, people with disabilities, families with young children, etc., so parking should remain within the reach of such people.

9-12 | Modest parking fees at the Observatory, and free parking elsewhere in the park, would fit with Griffith's gift of the park to Los Angeles as "a place of recreation and rest for the masses, a resort for the rank and file, for the plain people."

Thank you for considering our concerns.

Yours truly,

*p.p. Emmy Goldknopf*

Emmy Goldknopf, Vice-Chair  
Sierra Club Griffith Park Section

Sue Schohan, Chair  
Sierra Club Griffith Park Section

**Comment Letter 9 – Emmy Goldknopf and Sue Schohan, Sierra Club Griffith Park Section**

**Comment Response 9-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. Shuttle access along Mt. Hollywood Drive and the proposed Hollywood Sign Viewing Area improvements have been deleted from the Project; please also refer to Comment Response 1-1.

**Comment Response 9-2**

Comment noted. As discussed above, plans to establish a Hollywood Sign Viewing Area have been removed from the Project. For further discussion, please refer to Comment Response 1-1.

**Comment Response 9-3**

Comment noted. Shuttle access along Mt. Hollywood Drive and the proposed Hollywood Sign Viewing Area improvements have been deleted from the Project. Areas outside of the Park are not under the jurisdiction of the Department of Recreation and Parks. Please also refer to Comment Response 1-1.

**Comment Response 9-4**

Comment noted. As previously addressed, revisions to the Griffith Park Circulation and Parking Enhancement Plan have been made to exclude Hollywood Sign viewpoint plans from the proposed Project, and analysis in the Initial Study/Mitigated Negative Declaration (IS/MND) has been appropriately revised. For further discussion of the removed of Hollywood Sign Viewing Area from Project plans, please refer to Comment Response 1-1.

**Comment Response 9-5**

Comment noted. This information in the IS/MND has been corrected to reflect the brief history of the system.

**Comment Response 9-6**

Comment noted. Integration and improvement of DASH services has been included as part of the Project and is addressed in the revised IS/MND analysis. Please also refer to Comment Response 2-1.

**Comment Response 9-7**

Comment noted. Integration and improvement of DASH services and connectivity with MTA metro services has been included to the Project and revised IS/MND analysis. In the near term, improved DASH service is intended to run 7 days per week at roughly 20 minute

intervals. Over the longer term, shuttle service would have similar frequency. Please also refer to Comment Response 2-1.

**Comment Response 9-8**

Comment noted. The public shuttle stop at the Section 9 lot has been removed from the project, and increased DASH services have been integrated into the Project to pick up from stops outside the Park. Use of parking lots south of Los Feliz Boulevard lie outside of areas under Department of Parks and Recreation jurisdiction. With regards to descriptions of the Greek Theatre, parking lots are usually considered underutilized as these lots are typically fully utilized only when major events occur. Such recommendations have been conveyed to City decision-makers.

**Comment Response 9-9**

Comment noted. Increased DASH services have been integrated into the Project to pick up from stops outside the Park, though primary objectives of the Project are directed towards internal modifications. Also refer to Comment Response 2-1.

**Comment Response 9-10**

Comment noted. In line with this comment, only parking opportunities along roads adjacent to the Observatory would be paid parking, with the intention of alleviating the extreme congestion around the Observatory. All lower parking lots and parking elsewhere in the Park would remain generally free. Discussion of this issue is contained within the IS/MND Section 15, *Recreation*, and Section 16, *Transportation* of the IS/MND.

**Comment Response 9-11**

Comment noted. The proposed Project balances use of reasonable parking fees in upper elevations of the park to generate sufficient revenue to fund improved DASH service and a new shuttle system, all of which would help reduce congestion. Lower elevation parking lots would remain free.

**Comment Response 9-12**

Comment noted. Refer to Comment Response 9-10.

To: Los Angeles Department of Recreations and Parks, Attention Joe Salaices  
From: Christine Mills O'Brien  
Subject: Response to Griffith Park Circulation and Parking Enhancement Plan  
draft initial study and mitigated negative declaration  
Date: February 7, 2016

Thank you for the opportunity to respond to the Draft Griffith Park Circulation and Parking Enhancement Plan. Our Hollywoodland neighborhood and its adjacent open space( gift )has substandard infrastructure; winding, narrow, steep roads,( generally) no sidewalks, is the location of the former Hollywood(land) sign, is home to the main communication tower for the city, has no authorized, official entrance and is in a designated Very High Fire Hazard Severity Zone.

Below are my comments.

1.1 Please include the following facts in the project background section:

10-1 | In December, 1944 the Sherman Company gifted 444 acres of Hollywoodland open space to Griffith Park. This large, passive,eco-sensitive property borders the Lake Hollywood reservoir ( west) , the former Hollywoodland sign (north) and Bronson Canyon (east) where it connects into the original Griffith donation. The Hollywoodland residential community is surrounded by this land. This residential and open space is completely different (relative to road construction, grade, width, curves, lack of pedestrian sidewalks) to the original Griffith Park area being discussed in this project. There are no official entrances from the Hollywoodland residential community. The only official access to this park land is through Canyon Drive. Please refer to [hollywoodlandgiftedpark.com](http://hollywoodlandgiftedpark.com) for qualifying reference support facts and details. Please define an official, authorized "opening into the park". What is all the physical criteria associated with "an opening". How is it developed and planned and how is it monitored and regulated for safety and proper use.

10-2 | 1.2 These phrases need clearer definition  
1." protecting the natural environment and beauty of the park as a significant ecological area" What is the criteria?  
3. "More pedestrian and bicycle friendly environment and reduction of vehicle traffic . . ." What percentage/number of reduction is more? This needs to be quantified.

10-3 | 1.3 3. Page 14, "fully developed parking lots" need to be defined.  
Please define how these park features differ: hiking trails from equestrian trails from bike trails.

10-4 | 1.3.4 Please define "active park land" versus "passive park land".  
Please identify the unique characteristics of the Hollywoodland Gifted Park with the eastern border of Brush Canyon. The designation of this area as a high fire hazard area needs to be noted in this text. Substantiation can be found on [hollywoodlandgiftedpark.com](http://hollywoodlandgiftedpark.com)

10-5 | 2.1.5 Identify/define what is "restricted area of the park".  
Define erosion control measures.  
Define visitor encroachment on surrounding vegetation.

10-6 | 2.2 Historical information relative to the Observatory renovation and the site transport after completion. If I correctly recall, shortly after the renovation was completed private vehicle traffic was prohibited from the Greek Theater. Authorized city shuttles were run from Hollywood

10-6 Highland and the Zoo. A significant decline in Observatory usership was noted. Declines in usership affect, grants, funding from various government agencies and private concerns. I am assuming this was a welcomed condition for the property owners, but unwelcome by the government agencies promoting use of the observatory. It helped the conditions for the property owners. Why can't that shuttle system be reinstated?

10-7 How was the number of shuttles in the proposal determined? How does that data compare to the observatory shuttle data after the renovation?

10-8 A personal comment: A shuttle, a bus is mundane and uncreative. It does not inspire use, especially not in the "most creative capital of the world". Can the department engage outside creative venues, i.e. Disney, Universal to think outside the box regarding the transport mode? I do recall we had a brilliant Hollywoodland property owner who researched and developed a tramway system and shared that with the department. Has something like that been considered?

10-9 Another concern: the shuttle turn around loop is probably way too slow for our fast paced millinieu humans.

10-10 2.2.2 Please confirm that RAP controls the interior roads, no other city agency.

2.4 Mitigation: Adverse environmental inputs are not clarified. Please, specifically identify what affects:

-safety

-traffic

10-11 -sensitive wildlife

-land use practices

10-12 Regarding a reference to the traffic management plan that "enables control of traffic immediate roads and intersections and facilities" are these roads inside the park exclusively or outside? This is not clearly stated.

10-13 Relative to "enforcing no smoking policies and supply safe info to visitors" how has this been done in the past? How is that monitored? What specific data supports this? Please clearly indicate the resources, how many citations, how many personnel is allocated, the budget. Please break it down for the past 10 years, by year. What is the projected number for the resources, citations, personnel, etc. in the next ten years?

10-14 Specifically, clarify how, when, where, and how many personnel, rangers and police officers provide guidance to address congestion, relative to each of these user segments: pedestrian, cyclists, auto.

10-15 What are "compliance policies"?

10-16 Please define "discourse" and "enforce, unsafe". What standards currently are in place and what will be applicable to this proposed plan?

10-17 Cyclist/auto traffic "assuaged"; please explain how and where this has been effective under similar situations in the park.

10-18 Please define pedestrian safety relative to the California vehicle code section 21956, 21966

10-19 Please define what a pedestrian median island is and clarify its projected effectiveness relative to the proposal.

10-20 4. Geology soil issues have been ignored relative to grading and foot traffic.

10-21 5.1 "Roadways leading up to the canyon side of Griffith Observatory are not designated as scenic routes or vistas. I thought the connector of Mulholland Hwy was part of that area.

- 10-22 | Facts that need to be added to this area: public vehicles have not been permitted in this area since 1992.
- 10-23 | In the second paragraph remove Bronson Caves and use the term The Quarry, in the Hollywoodland Gifted Park. Please see HGP website for supporting facts.
- 10-24 | 5.1.2 How will the proposed project be staffed and maintained?
- 10-25 | c. Please clarify the signs size, placement, materials, and maintenance.
- 10-26 | d. Mitigation; Do not allow any autos to go beyond the Greek Theater off Vermont. Do not allow any cars from Western Canyon from the parking lots. Implement a limited use reservation system for vehicles at all official park openings except at Riverside Drive, the 5 and Forest Lawn ( these do not impose on residential communities).
- 10-27 | 5.3 Air Quality. There should be data relative to the time period when vehicle access to the observatory was not allowed. This information should be used as a comparative benchmark for air quality and emissions.
- 10-28 | 5.4a page 49 What is the water tank trail?
- 10-29 | There is no notation of bobcats, or P22.
- 10-30 | 5.5.1 The Hollywoodland Granite walls are not included, #535
- 10-31 | 5.7 Greenhouse gas emission should have comparative data from the EIR implemented when the Observatory renovation was implemented.
- 10-32 | Page 81,General comment: I thought bikes were not allowed on horse trails.

**Comment Letter 10 – Christine M. O’Brien**

**Comment Response 10-1**

We thank you for your comments regarding the proposed Project and your personal comments have been noted. In regards to access to the park, primary access into the specific Project area under analysis in this CEQA document is provided via Fern Dell Drive, Western Canyon Road, and North Vermont Canyon Road within the Griffith Park boundary (roadways outside the Park boundary are not maintained by Los Angeles Department of Recreation and Parks (DRP)). These roadways within the Park are monitored and maintained by DRP and are described in further detail in Section 1.3.3. There is no “official, authorized opening in the park” and there is no such criteria associated with “an opening”. In regards to Canyon Drive, this roadway does not provide access to the primary Project area and analysis of this roadway is not included in the Initial Study/Mitigated Negative Declaration (IS/MND) as traffic associated with the Project would not affect this road.

**Comment Response 10-2**

Comment noted. The statement “protecting the natural environment and beauty of the park as a significant ecological area” does not exist within this document. However, as described in Section 1.2 Objective #2, the proposed Project has the objective to “[i]mprove multi-modal accessibility for parking and transportation to Griffith Observatory, while protecting the natural environment and urban wilderness identity”. Project objectives are general goals and policy objectives as defined by the Project applicant and do not typically include detailed definitions and numerical quantification. By substantially increasing DASH service, adding a shuttle system, providing targeted pedestrian and bike improvements and reducing congestion, the Project would clearly improve multi-modal accessibility over existing conditions.

**Comment Response 10-3**

Comment noted. The use of “fully developed parking lots” refers to the Park’s paved lots with striped parking stalls, as opposed to dirt road shoulders or similar undeveloped parking situations. Further, specific description of hiking, biking, and equestrian trails throughout Griffith Park need is not described in this document as this analysis assesses impacts resulting from the implementation of the proposed Griffith Observatory Circulation Enhancement Plan and use and access to such trails would not be substantially affected by the proposed Project.

**Comment Response 10-4**

Comment noted. As stated within the Project description and analysis, the Project would be confined to existing and previously disturbed City right of way areas. This comment pertains to areas outside of the area of Project activities and not to the analysis made in this CEQA document. The IS/MND describes fire hazards within and adjacent to the Project area and a description of areas not related to the implementation of the proposed Project is not related to analysis of Project impacts. Also refer to Comment Response 2-1.

**Comment Response 10-5**

Comment noted. With regards to discussions concerning the prevention of access to “restricted area of the park” (which consist of areas of the park with restricted access) and “visitor encroachment on surrounding vegetation” (which consists of park visitors encroaching on vegetation adjacent to publicly-accessible areas), the Project has been revised and Project aspects relating to establishment of a Hollywood Sign viewing area and shuttle service along Mt. Hollywood Drive have been removed. No improvements to Mt. Hollywood Drive are proposed in the revised Project. Also refer to Comment Response 1-1.

**Comment Response 10-6**

Comment noted. This is not a comment on the proposed Project or its environmental consequences, but a suggestion for an additional project. The objectives of the Project are stated within Section 1.2, including “[i]mprove multi-modal accessibility for parking and transportation to Griffith Observatory” and “[f]acilitate public access to Griffith Observatory”, and to “[p]rovide improved multi-modal visitor access into the park”. Consistent with this objective, the proposed Project seeks to maintain reasonable levels of vehicular access while reducing congestion, improving transit, pedestrian and bicycle access. The suggested alternative of this comment would not support this objective and would hinder public access to the area in the ways described within this comment. This comment for an alternative approach is best directed to City decision-makers as a policy matter.

**Comment Response 10-7**

Comment noted. A complete description of the proposed shuttle system services and timing of shuttles is provided in Section 2.2.2. Additionally, a comparison of the proposed shuttle system with the shuttle system service conditions after Observatory renovations is not necessary to assess potential impacts which are required by law to be assessed against the existing environmental baseline. Providing a description of or background to the previous shuttle system is not necessary to support the analysis of Project impacts as it is not part of the existing environmental baseline and is best raised to City decision-makers as an alternative policy approach.

**Comment Response 10-8**

Comment noted. City Department of Recreation and Parks (DPR) appreciates interest in the excitement level or creative aspects of public transit projects. However, as required by law, the analysis within the IS/MND considers the environmental impacts of the proposed Project which is intended to alleviate the immediate extreme congestion issues adjacent to Griffith Observatory. The efficiency and feasibility of increased DASH services and the proposed shuttle system is discussed throughout the IS/MND and specifically within Section 16, *Transportation/Traffic*. Ideas for broader or more creative transportation solutions are most appropriately directed to City decision-makers for consideration as a policy matter.

**Comment Response 10-9**

Comment noted. Refer to Comment Response 10-8.

**Comment Response 10-10**

Comment noted. DRP controls all roadways within the Griffith Park boundary.

**Comment Response 10-11**

Comment noted. This comment refers to a general statement made in Section 2.4 provided to offer an example of issues potentially affected by the implementation of new projects and developments, and how mitigation measures may be designed to reduce impacts to these issue areas. However, this document does provide analysis and applicable mitigation measures designed to reduce potential impacts to several environmental factors that may be affected by the Project.

**Comment Response 10-12**

Comment noted. The traffic controls are conducted by City DRP, which only address traffic circulation within the Park, as addressed throughout the IS/MND.

**Comment Response 10-13**

Comment noted. As stated within Section 1.1, a tool to guide long-term Park management and use is located within the City DRP approved *A Vision for Griffith Park, Urban Wilderness Identity*. Because the Project occurs within the Park boundary, it is subject to this management under City DRP and usual City DRP standards, including those that apply to smoking policies. Detailed information of law enforcement actions, citations issues, etc. is not required to support this analysis as the proposed Project is not projected to change park visitation levels.

**Comment Response 10-14**

Comment noted. A discussion of relevant pedestrian and bicycle circulation is contained within Section 2.1.7. Discussion of proposed changes for automobiles is contained throughout Section 2. Analysis of these changes is contained within Section 5.16. Further, detailed information of law enforcement personnel is not required to support this analysis as the proposed Project is not projected to change park visitation levels.

**Comment Response 10-15**

Comment noted. Because the Project occurs within the Park boundary, it is subject to the compliance policies and standards set forth in the City DRP approved *A Vision for Griffith Park, Urban Wilderness Identity* management plan under City DRP direction as well as other City DRP adopted park management standards.

**Comment Response 10-16**

Comment noted. The word “discourse” could not be located within the IS/MND document, and thus is not relevant. Otherwise, please refer to Comment Response 10-15.

**Comment Response 10-17**

Comment noted. As stated in Section 2.4, the use of prominent ‘sharrow’ road markings and visible cyclist signage along roadways would be used to address potential cyclist/auto traffic. These improvements balance competing demands of park roads to accommodate a mix of vehicular traffic, plan shuttles and DASH service, cyclists and pedestrians all within limited right of way. Per City standards and community input, City of LA standards and US. Department of Transportation Federal Highway Association recommendations were used in development of the planned circulation improvements.

**Comment Response 10-18**

Comment noted. In compliance with CA VCS 21949 to work to provide convenient and safe passage for pedestrians on and across all streets, and consistent with the Griffith Park *Vision*, objectives of the project include improving multi-modal accessibility, for pedestrian and cyclist users as denoted within Section 2.1.6. As noted within Section 2, natural surface and paved pedestrian walkways would be maintained adjacent to parking locations, and otherwise compliance with CA VCS 21956 and 21966 is contingent on public observance. Additionally, inclusion of additional public transit opportunities (see Comment Response 1-2), would further assist travel outside of personal automobile use.

**Comment Response 10-19**

Comment noted. A pedestrian median island is a protected area within the road to accommodate pedestrians. As there is currently no safe space for pedestrian crossing the Western Canyon Road intersection, implementation of the proposed Project would result in the installation of a pedestrian median/safety island, which serve to reduce overall exposure time experienced by a pedestrian in an intersection. As described in Section 5.16.2, “the pedestrian median island at the top of Western Canyon Road, would promote pedestrian-friendly transport”.

**Comment Response 10-20**

Comment noted. This IS/MND assesses impacts associated with the implementation of the Griffith Park Observatory Circulation Enhancement Plan which involves very minimal soil disturbance and no forecast increases in visitation with very limited associated potential for erosion. Further, as the Mt. Hollywood Drive view point improvements have been dropped from Project plans, implementation of the Project would be wholly confined to the developed and heavily used areas of Griffith Park. As stated in Section 2.1, Project improvements would not include any re-grading or substantial physical construction and impacts would be less than significant. Discussion of relevant geological conditions are located within Section 6, *Geology and Soils*. In addition, potential impacts resulting from increased foot traffic along trails are not relevant to the Project as no increases in visitation are associated with the Project, and DRP would continue existing maintenance of Park trails.

**Comment Response 10-21**

Comment noted. The Mulholland Highway leading through Griffith Park is not designated as a scenic highway under the California Department of Transportation Scenic Highway Program. In addition, Project implementation would not affect this roadway.

**Comment Response 10-22**

Comment noted. As presented in Section 1.3.3, this IS/MND already discusses the existing setting and the current closure of Mt. Hollywood Drive to private vehicles. It is noted that the road has been closed to public vehicles since 1992.

**Comment Response 10-23**

Comment noted. This information does not reflect City DRP maps, regional directions, or associated information.

**Comment Response 10-24**

Comment noted. The Project would be staffed and maintained by City DRP, with DASH service staffed and maintained by Los Angeles Department of Transportation. .

**Comment Response 10-25**

Comment noted. Comment refers to discussion of plans to establish a Hollywood Sign viewing area along Mt. Hollywood Drive. Such plans are no longer proposed under the Project, and discussion of the Hollywood Sign viewing area has been removed from the IS/MND.

**Comment Response 10-26**

Comment noted. However, such proposals are well outside the scope of the proposed Project and are not considered in this analysis. Further, such measures would reduce public accessibility to the Park and would not comply with the goals and objectives of this Project, or those established in the Griffith Park *Vision*. As a major policy issue, this request is best directed to City decision-makers.

**Comment Response 10-27**

Comment noted. CEQA analysis requires consideration of existing environmental baseline (eg. pre-project) conditions, and does allow for comparison of impacts on historic conditions which have not existed for more than two decades, as contained within CEQA Section 15361.

**Comment Response 10-28**

Comment noted. The “water tank trail” is not an specifically designated trail, but simply refers to the trail leading from Mt. Hollywood Drive to the water tank, which is located approximately 1,165 feet north west of Mt. Hollywood Drive.

**Comment Response 10-29**

Comment noted. A description of the biological setting of Griffith Park is provided in Section 5.4.1. This discussion states that Griffith Park “...provides habitat for a wide range of large terrestrial mammals... [and] also supports large predators, including mountain

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments

lions'. Under CEQA, analysis of potential Project impacts is required to assess substantial adverse effects to habitat, especially potentially adverse effects to candidate sensitive species identified in local, regional, or federal plans, policies or regulations. While the California mountain lion and bobcat contribute to the character of the Park, specific identification of these species is not required as they are not identified as sensitive species in any applicable plans or policies, and so general descriptions were used to provide character of the area. Additionally, while the story of P22 stands as an ecological story unique to Griffith Park and the LA region, discussion of this individual California mountain lion or its story does not contribute to the analysis made in this CEQA document.

**Comment Response 10-30**

Comment noted. The Hollywoodland Granite walls are not located within the Project area, and no alterations are proposed for this City of Los Angeles Historical-Cultural Monument, and so discussion of this resource is not included for analysis within this IS/MND. Relevant discussion of cultural resources is located within Section 5.5.

**Comment Response 10-31**

Comment noted. CEQA analysis requires consideration of existing environmental baseline (eg. pre-project) conditions, and allow comparison of impacts against historic conditions which have not existing for over two decades, as set forth in CEQA Section 15361. Further, the Project does not propose alterations to the Observatory, and relevant discussion of GHGs is included within Section 5.7.

**Comment Response 10-32**

Comment noted. Multiple trails within the park are multi-use and facilitate use by equestrian, hikers, and bikers.

5215 Franklin Avenue  
Los Angeles, CA 90027  
January 29, 2016

Mr. Michael Schull, General Manager, Department of Recreation and Parks  
Mrs. Sylvia Patsouras, President, Recreation and Parks Board of Commissioners  
Councilmember David Ryu

Dear Mr. Schull, Mrs. Patsouras, and Councilmember Ryu,

I have just studied the MND for the Griffith Park Circulation and Parking Enhancement Plan. The following are the issues that I found troublesome, with some constructive suggestions for improvement.

- 11-1 | 1) Contrary to the statement on page 52, the park was initially in place in 1896.
- 11-2 | 2) References to the Vision Plan are extremely selective, and while there are frequent references to it, other pertinent parts are ignored. If it is to be referenced, those proposals which are at odds with the Vision Plan should also be cited. For example the Vision Plan statement that none of the closed roads (including Mt. Hollywood) should be reopened to any vehicular traffic in the future
- 11-3 | 3) Contrary to what is stated on page 50, the impact of the modified traffic flow and shuttle parking in Fern Dell in the new scheme can definitely impact that section of Griffith Park due to a high potential for gridlock and increased congestion at the LF Blvd/Western Canyon intersection, a situation that has already happened from trial implementation of travel restrictions during peak visitor days. In addition, contrary to what is stated on page 69, the impact on Los Feliz Boulevard traffic, intersections, and flow into adjacent and feeder streets has not yet been determined.
- 11-4 | 4) Contrary to the statement on page 61, the expected increased congestion at the Vermont/Los Feliz Boulevard intersection for cars turning left into park will indeed increase idling pollution.
- 11-5 | 5) One of the most puzzling aspects of the MND pertains to the mathematics of the shuttle proposal (pages 82-83). Using the statistics in the MND, if there is an average of 2 people per car and there are 208 fewer parking spaces for them, 408 individuals will have to be

accommodated on the shuttles to compensate for the reduced parking possibilities. If each shuttle can hold 20 passengers, and there are four shuttles per hour [i.e. 80 riders per hour], 408 individuals in shuttles represents over 5 hours of shuttling during non-peak periods. If the traffic is spread evenly throughout the daytime open hours, this may work.

11-5 But the shuttles are specifically meant to reduce traffic on the high-peak periods and weekends. Estimates for high-peak periods and weekends range from an average of 563 to 930 cars that will park for shuttles in Fern Dell (i.e. 50% of cars normally entering Fern Dell; Pages 88-89). This would represent 1126 to 1860 people if there is an average of 2 visitors per car. That works out to 56 to 93 shuttle trips @20 passengers per shuttle, which at 4 shuttles per hour comes to 14 to 23 hours of shuttling per day, which is not possible. This means that the shuttles cannot compensate for the reduced number of parking spaces during peak periods and weekends. To be genuinely effective and to manage the number of expected former car passengers displaced by fewer parking spaces, you would have to have at least 8-14 shuttles per hour on peak days and weekends during the winter months.

This also foretells very long waits on peak days (holidays, etc.) when a number of cars will not wait for shuttles when so many others are in line. This assures gridlock conditions which are already experienced on peak days in Western Canyon when cars prevented from further northward travel at the barriers at Station 9 try to turn around and head back to the Vermont Canyon/Los Feliz Boulevard intersection, with added congestion at the Vermont/Los Feliz signal.

6) On pages 82-83, it is stated that due to availability of remote parking and free shuttle service, the decrease in available parking in the Project area would not significantly disrupt established recreational users (presumably the golfers, tennis players, hikers and picnickers in Vermont Canyon). If this statement is true, why was there gridlock and congestion on Vermont Canyon south of the park entrance on peak days during the recent trials? The theoretical analysis belies the reality.

11-6 In fact, to claim that the proposed project would only minimally increase traffic on Vermont Canyon Road (Page 90) is totally illogical. At the very least, the volume of traffic on Vermont Canyon Road must increase by at least a significant percentage of the traffic currently traveling north on Western Canyon Road. Even at 50% of this volume (with 50% taking shuttles from station 9, which I find an assumption that may be exaggerated), an additional average of 563 to 930 cars per weekend day will access Vermont Avenue during peak periods. Additionally, nowhere in the document is the added traffic effects from the shuttles incorporated into the estimates.

11-7 7) On page 89, the document disregards the fact that Los Feliz Blvd has some of the most congested traffic in the city. It has only been ignored as a candidate for a Congestion

11-7 Management Plan because our political representatives have chosen not to implement traffic control measures, like coordinated signals, bus cutouts, and volume controls. Just because it has not been previously subject to CMP standards, does not mean it should not be so. The ignoring of reality is no reason to suggest that mitigation is not important.

11-8 8) There is some strange reasoning for advocating for a shuttle on Mt. Hollywood Drive at all. The view of the Hollywood Sign from the Observatory is just as good if not better, and shuttles will bring tourists to within 1/3rd mile (3 blocks) of the Mt. Hollywood viewing point. This is not greater than the distance most parkers on Western Canyon below West Observatory Drive will have to walk to reach the Observatory. The shuttle is an unnecessary expense when tourists can be advised at a stop at the Mt. Hollywood Drive/Western Observatory Drive intersection that the view is available with a short walk. It would be far more effective, in my opinion, to use the Mt. Hollywood shuttle system to increase the number of shuttles driving the main circuit from the Greek Theatre parking lot to the Observatory circle to Station 9 in Fern Dell and return.

11-9 9) If the problem is the number of tourists coming for viewing of the Hollywood Sign, it is counter-productive to promote any viewing of the sign from the Observatory or the proposed Mt. Hollywood viewing site. Rather, viewing sites outside the park should be promoted for this purpose in every way possible.

11-10 10) In general, the mobility plan is very good. However, Station 9 is heavily used by picnickers, hikers, and others in Fern Dell, especially on weekends and holidays. There is not enough room to park the estimated 563 to 930 cars for shuttle service (the estimated 50% of cars now entering the park on Western Canyon), and especially without displacing other park users. Every effort should be made to locate and use shuttle staging areas outside of the park itself.

11-11 11) Consideration should be given to establishing a reservation system for either the shuttles, the paid parking at the Observatory, or both. This worked very well during the first 1-2 years after the Observatory remodel was finished, and it would be the most obvious method for capacity controls during peak visitor periods.

Sincerely yours,

Dr. Donald A. Seligman

Vice-President, Griffith Park Advisory Board

Immediate Past President and Current Treasurer, Los Feliz Improvement Association

Immediate Past Vice-President, Barnsdall Art Park Foundation

**Comment Response 11-1**

Thank you for your comments. With regards to park history and operation as a parkland, the statement in Section 5.5.1 of the Initial Study/Mitigated Negative Declaration (IS/MND) has been revised to present the appropriate 1896 date of inception of the parkland as recreational space.

**Comment Response 11-2**

Comment noted. The Vision Plan is referenced throughout the analysis of this IS/MND where deemed relevant to the Project and associated analysis. Please note that with regards to shuttle access along Mt. Hollywood Drive, Project plans have been revised to delete this proposal and retain the closure of this roadway to non-emergency or maintenance vehicles. Further discussion can be found in Comment Response 1-1.

**Comment Response 11-3**

Comment noted. To address such concerns, the Project has been modified to delay implementation of any changes to Western Canyon Road until improvements can be completed to the potentially impacted Los Feliz Boulevard intersections and connecting roads to mitigate potential project impacts. The current circulation pattern would remain on Western Canyon Road and Vermont Canyon Road, with the addition of improved DASH service to minimize congestion in other areas of the Park, as described in Section 5.16 of the IS/MND.

**Comment Response 11-4**

Comment noted. This IS/MND anticipates potential impacts to the Vermont Canyon Road and Los Feliz Boulevard intersection resulting from the implementation of the proposed Project. However, as described in Section 5.16, increases in congestion and incremental increases in pollutant emissions at this intersection would occur, but would be less than significant.

**Comment Response 11-5**

Comment noted. The improved DASH service and the shuttle system are not necessarily intended to accommodate every park visitor. It is anticipated that fee-based parking will also decrease demand for parking in upper elevations of the park as well as ensure more rapid turnaround time for use of parking spaces. The Project objectives are to enhance multi-modal transportation in the park, while continuing to provide street parking in the upper areas and access to hiking trail to the Observatory and internal area of the Park, as described within Section 1.2. Nevertheless, the project has also been updated to include public transit opportunities, which would further decrease the stress of individuals reaching the upper areas of the Park. Considering the estimated quantities within the comment, needing shuttle transport for roughly 1126 to 1860 people with an average of 2 visitors per car, and considering that DASH buses can carry up to 43 individuals per trip and would be running approximately 3 times per hour during operational hours (approximately 10

a.m. to 10 p.m.), that would allow for accommodation of approximately 1548 individuals throughout the day, or 756 vehicles, if at a highly desired 100 percent use. As the shuttle system would not be installed until modifications to Western Canyon Road is completed, the free parking opportunities along this upper roadway would remain for some time and allow approximately 337 free parking locations to remain available (see Section 1.3.3). After installation of the shuttle system, approximately 850 additional individuals were estimated to be accommodated (see Sections 5.7 and 5.16). Under the revised Project, the adjusted parking arrangement (not necessarily a CEQA issue) should be able to accommodate the circulation improvements. Though of course, peak periods will likely still experience heavy traffic. The reduction of vehicles by integrating public transit options in addition to the proposed shuttle system should greatly assist the high number of vehicles which travel up the roadways compared to the existing circulation pattern.

**Comment Response 11-6**

Comment noted. The Project is primarily intended to address congestion in upper elevations of the Park around the Observatory. Substantial congestion currently exists during peak periods in these areas as well as along lower elevation roads. While the Project is intended to minimize such congestion, it may continue during peak periods. Please refer to Comment Response 11-3 for a discussion of additional measures to address congestion on roads leading into the Park.

**Comment Response 11-7**

Comment noted. As Los Feliz Boulevard is outside the Griffith Park boundary and is not under the jurisdiction of the Department of Recreation and Parks (DRP), no modifications to the roadway were considered. As stated in Comment Response 11-3, the modified traffic flow to Western Canyon Road would not occur until impacts to the Los Feliz Boulevard intersections and connecting roads can be mitigated in coordination with the Los Angeles Department of Transportation, and the current circulation pattern would remain on Western Canyon Road and Vermont Canyon Road, with the addition of improved DASH service and eventual Park shuttles to minimize congestion in other areas of the Park. Please see Sections 5.10, 5.15 and 5.16 for additional discussion of these matters.

**Comment Response 11-8**

Comment noted. The establishment of a Hollywood Sign Viewing Area along Mt. Hollywood Drive and related shuttle service have been removed from the Project. Please also refer to Comment Response 1-1.

**Comment Response 11-9**

Comment noted. The establishment of a Hollywood Sign Viewing Area along Mt. Hollywood Drive and the associated shuttle service have been dropped from the Project. Further, the DRP does not have jurisdiction over viewpoints outside of the park. Please also refer to Comment Response 1-1.

## Griffith Park Circulation and Parking Enhancement Plan

### Response to Comments

#### **Comment Response 11-10**

Comment noted. The use of more remote shuttle parking lots or those outside of the park entail their own challenges and are outside the scope of the current project. The public shuttle stop at the Section 9 lot has been removed from the project, and increased DASH services have been integrated into the Project to pick up from stops outside the Park. Use of parking lots south of Los Feliz Boulevard lie outside of areas under Department of Parks and Recreation jurisdiction. Such recommendations have been conveyed to City decision-makers.

#### **Comment Response 11-11**

Comment noted. The proposed project does not exclude the possibility for a potential future reservation system. Such policy recommendations are best conveyed to City decision-makers and do not relate directly to the adequacy of the analysis in the IS/MND.

Attn: Paul Davis, Environmental Specialist  
City of Los Angeles, Department of Recreation and Parks  
221 N. Figueroa Street, LA 90012

Attn: CD4 Representative David Ryu  
Los Angeles City Hall  
200 N. Spring Street, Room 425  
Los Angeles, CA 90012

Dear Paul and Councilman Ryu

12-1 As L.A. City, with community input, grapples to rectify problems created by overuse of Griffith Park and roadways in the immediate vicinity, the emphasis seems to be more on moving cars into the park in an orderly fashion. What appears to be missing from the broader discussion is the fact that this is a parkland! The health and well-being of Griffith Park moving into the future should be tantamount, yet seems mostly left out of the conversation when reading the MND. To suggest there will be NO significant impacts to this parkland seems farfetched. Impacts will be enormous as vast numbers of individuals in and out of vehicles continue to invade this “urban wilderness” which by the way, also abuts a large, vibrant residential community.

12-2 Already park usage is at an all-time high. According to documents presented at the Jan. 20, 2016 meeting, Griffith Park currently provides a wide range of amenities and attractions to a large number of park users. Taken individually, I can understand the impact would not seem so great, but as more people are directed into the park to get their “selfie” against the Hollywood Sign backdrop, environmental impacts (as evidenced by the recent Parking Pilot Program from April, 2015) will become massive and far-reaching to the park ecology.

12-3 As others have pointed out, the area proposed for a “formalized view point” would have enormous negative impacts so why are areas outside this park not part of the discussion as alternatives to bringing more visitors into the park?

12-4 The role (and mission) of Los Angeles Rec & Parks is to “*enrich the lives of the residents of Los Angeles by providing safe, welcoming parks and recreation facilities and affordable, diverse recreation and human services activities for people of all ages to play, learn, contemplate, build community and be good stewards of our environment.*” This should be the focus, and emphasis... providing a safe environment for people of all ages coming into Griffith Park, and further, being good stewards to those parks under their care.

12-5 But in an era when travel by car is quickly becoming an obsolete concept, the priority seems to be given over once again to the car culture... Public access to Griffith Park is available via private automobiles, public transportation, tour buses, and to cyclists and pedestrians.” Meaning emphasis on cars *first* but pedestrians *last*? In reality, this is an unsustainable situation and while DASH service is a positive, alternatives must be identified to getting vehicles out of parks... otherwise those parks will cease to provide a safe environment for residents and tourists.

Moving forward... it would be a positive step if Rec and Parks reverted to their original role of enriching lives, rather than making Griffith Park front and center in the war of vehicles vs. nature.

Sincerely

Kathryn Louyse  
1200 Monterey Road  
Glendale, CA 91206

### **Comment Response 12-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. Regarding discussion of Griffith Park as public parkland, this Initial Study/Mitigated Negative Declaration (IS/MND) provides adequate discussion of the history and setting of Griffith Park throughout the document. The purpose of this IS/MND is to assess the impacts associated with the implementation of the proposed Griffith Park Observatory Circulation and Parking Enhancement Plan which aims to preserve the goals and objectives established in the Griffith Park *Vision*. Pursuant to CEQA guidelines, this environmental document assess potential impacts of the proposed Project to the human and biological environment within and around the Griffith Park area, and finds that implementation of the Project would result in several potentially significant impacts necessitating the application of mitigation measures aimed to reduce such impacts to a less than significant level. As such, the IS/MND finds that with implementation of the proposed mitigation measures, impacts resulting from the Project would be less than significant. The roadways adjacent to the Observatory are extremely heavily used, and a Project goal is to reduce congestion on these parkland roads. The only physical changes would be limited to the existing and heavily disturbed right-of-way, and the Project is not anticipated to cause an increase of visitors to the Park. Contrary to this comment, the IS/MND identifies a number of potentially significant impacts resulting from Project implementation and proposes multiple mitigation measures to reduce any potentially significant impacts within and around Griffith Park to a less than significant level.

### **Comment Response 12-2**

Comment noted. However, the proposed Project does include plans to direct more people into the Park and is not anticipated to increase overall visitation. In addition, as discussed in Comment Response 1-1, proposed plans to include an enhanced Hollywood Sign Viewing Area and associated shuttle service have been removed from the Project, and the IS/MND has been updated to assess these revised plans.

### **Comment Response 12-3**

Comment noted. As previously discussed, plans to develop a Hollywood Sign Viewing Area on Mt. Hollywood Drive have been removed from the Project and discussion of such plans are no longer included in this IS/MND. Please also refer to Comment Response 1-1.

### **Comment Response 12-4**

Comment noted. One of the primary goals and objectives of the proposed Project is to improve Griffith Park circulation by reducing traffic levels, enhancing multi-modal access, and providing safer corridors for pedestrians and bicyclists. The proposed Project is designed to remain consistent with Department of Recreation and Parks overall mission and the goals and objectives established within the Griffith Park *Vision*, as well as to improve safety, and improve accessibility to the attractions within the Park while protecting the Park's urban wilderness identity.

**Comment Response 12-5**

Comment noted. It is the purpose of this environmental document to adequately address potential impacts resulting from implementation of the proposed Project, which contains measures to improve multi-modal access to the Park, balancing improving transit, pedestrian and bike access with continued but more limited vehicular access. Broad policy ideas such as banning all vehicular access to the Park are inconsistent with the Project's objectives and are best directed to the City's decision-makers.

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 1:25 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Plan public comment

----- Forwarded message -----

From: **Amy Gustincic** <[amygustincic@gmail.com](mailto:amygustincic@gmail.com)>  
Date: Wed, Jan 27, 2016 at 8:46 AM  
Subject: Griffith Park Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

Thank you for taking the time to listen to public comment on the plan for Griffith Park. The issues are challenging and I know we all want what is best for the city and the park.

I would like to specifically comment on two items:

- 13-1 | 1) The plan needs to be developed more holistically with all relevant city agencies (DOT, Metro, RAP, CD4, etc.). Any traffic plan that only addresses issues *within* the park will not be successful. The city agencies need to collaborate to create a plan that solves problems for the whole region so that LA residents and tourists are able to gain access to the park amenities without negatively impacting the residents of and traffic flows through Los Feliz.
- 13-2 | 2) All closed mountain roads should remained closed to non-emergency vehicles (including Mt. Hollywood). I was happy to hear almost unanimous comments on this point at the meeting. The park is a unique ecosystem and opening roads poses an unnecessary threat.

Thank you for your time and consideration.

Best.

Amy Gustincic

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Amy Gustincic, AIGA  
Design Strategist  
[415.999.1026](tel:415.999.1026)  
[@agustincic](https://twitter.com/agustincic)

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Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071

**Comment Letter 13 – Amy Gustincic**

**Comment Response 13-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. The proposed Project has been modified to include substantially improved DASH service into the Park as well as better integration with Metro service. Please see Comment Response 1-2 for additional details. Further, this comment takes issue with the Project details of the proposed Griffith Observatory Circulation Enhancement Plan and does not pertain to the adequacy of the analysis in this Initial Study/Mitigated Negative Declaration.

**Comment Response 13-2**

Comment noted. With regards to vehicle access along Mt. Hollywood Drive, proposed shuttle access along this road has been dropped from the Project. Please also refer to Comment Response 1-1.

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Friday, January 29, 2016 6:54 AM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd:

----- Forwarded message -----

**From:** Larry Mann <[logan4levon@aol.com](mailto:logan4levon@aol.com)>  
**Date:** Thu, Jan 28, 2016 at 7:09 PM  
**Subject:**  
**To:** [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)

Dear Lovers of Griffith Park,

Thank you for listening to the public and thank you for all of your dedication. I am writing to you because I see two areas where the Griffith Park Action Plan needs to be improved.

1) Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams shuttles and cars forever.

14-1 | This is scarce wilderness accessible by foot, bike and equestrian modes of travel. Encroachment by shuttle and motor vehicle is a threat to wild life and the sanctity and gentle silent escape from the Los Angeles Metro area that is Griffith Park.

2) Please work with relevant agencies to enhance DASH service to 7 days a week at 15 minute increment headways or better as needed.

14-2 | Please use parking revenues to guarantee this convenient and cost saving mode of transportation which itself is currently connected to the city wide Metro Rail system at Sunset and Vermont. Providing convenient, safe, options for public transit will reduce traffic in the park. DASH already exists and already works. Use the rest of the revenue to improve staff support and to protect our wilderness forever.

14-3 | As someone that runs/hikes in Griffith Park daily, I would also like to add that I am not in favour of all the habitat that is being cleared for more burial plots. There needs to be a cap on how much land is given to Mount Sinai and Forest Lawn and cap has been reached.

Thank you,

Lawrence Mann

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Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)

**Comment Letter 14 – Lawrence Mann**

**Comment Response 14-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. The proposed Mt. Hollywood Drive shuttle has been dropped from the Project. For discussion of vehicle access along Mt. Hollywood Drive, please also refer to Comment Response 1-1.

**Comment Response 14-2**

Comment noted. The proposed Project has been modified to include substantially improved DASH service into the Park. Please also refer to Comment Response 1-2.

**Comment Response 14-3**

Comment noted. Revenues from the parking will be directed into improved transit service. Comments regarding burial plots do not pertain to this Project, or the analysis made in this document and are best directed to City decision-makers.

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, January 28, 2016 8:45 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: : Griffith Park Action Plan public comment

----- Forwarded message -----

From: **Hugh Kenny** <[dauntlesshugh@icloud.com](mailto:dauntlesshugh@icloud.com)>  
Date: Wed, Jan 27, 2016 at 4:20 PM  
Subject: : Griffith Park Action Plan public comment  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org), [roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)

Gentlemen:

Please put a halt to the incessant traffic through Griffith Park.

People should take the bus if it means so much to them.

15-1

Why does recreation so often trump the survival of Nature?

Don't we have enough to amuse ourselves?

Thanks for your help.

Hugh Kenny  
CD 4

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Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**Comment Letter 15 – Hugh Kenny**

**Comment Response 15-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. It is the purpose of the proposed Griffith Observatory Circulation and Parking Enhancement Plan to relieve traffic congestion along the roadways adjacent to the Observatory by improving traffic circulation, providing additional parking facilities outside the Observatory area, improving existing bus services for those who wish to take it, and promote alternative transportation into the park. These measures will aid in protection of Park resources.

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Monday, February 08, 2016 7:49 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Comment on the Griffith Park Action Plan

----- Forwarded message -----

**From:** Eban Lehrer <[ebanlehrer@sbcglobal.net](mailto:ebanlehrer@sbcglobal.net)>  
**Date:** Sat, Feb 6, 2016 at 2:34 PM  
**Subject:** Comment on the Griffith Park Action Plan  
**To:** [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org), [joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)

Hello kind stewards of Griffith Park,

Thank you for the town hall and thank you for your hard work.

There are two areas in the GPAP that I would like to address...

First - Mt. Hollywood Drive:

I grew up in Los Feliz - in an apartment building that had no back yard, so Griffith Park was my back yard. I have hiked and bicycled all over the park since I was a child. The closing of Mt. Hollywood Dr. to traffic in 1992 was a watershed event. It transformed a noisy road through the park into a quiet, peaceful and tranquil hiking, biking and equestrian trail.

The portion of Mt. Hollywood Dr. that is closed is one the few places where you can leave the hustle and bustle and noise of the city behind and actually hear the wind rustling through the trees - it is a little bit of heaven in the middle of a bustling metropolis. That is why we need to keep all motor vehicles (with the exception of emergency vehicles) off of the closed portion of Mt. Hollywood Dr. completely so that character can be maintained..

16-1 | Please do not open Mt. Hollywood Drive to any vehicles (except as needed in emergencies). It will create a hazard for equestrians, hikers and cyclists and it will disturb the serenity of one of the most spectacular parts of Griffith Park, not to mention harm the environment and wildlife.

Second: Congestion (and parking issues) on the roads leading to the Observatory:

It is good to address the congestion on the roads IN the park that lead to the observatory, but will only address part of the congestion (and parking) problem. If you have people drive into the park and then park their cars at lower ( and further away) lots - and then take the shuttle to the Observatory, etc., you have done nothing to alleviate the congestion on the roads OUTSIDE (that must be traversed to get into) the park (such as: Los Feliz, Vermont, Hillhurst, Western, etc.).

16-2

What is needed is a paradigm shift in the thinking regarding park access. Please address the root cause of the problem - too many private vehicles driving into the park. What is needed are alternative parking facilities outside the park (and away from the residential neighborhoods that border the park) where people can then be shuttled into the park. This is the vision that is needed for the future and will address the root cause of the problem as opposed to putting a band-aid on a festering wound.

Thank you,

Eban Lehrer.

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**Comment Letter 16 – Eban Lehrer**

**Comment Response 16-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. The proposed Mt. Hollywood Drive shuttle service has been dropped from the Project and this road will remain limited to existing uses. For additional information pertaining to vehicle access along Mt. Hollywood Drive, please also refer to Comment Response 1-1.

**Comment Response 16-2**

Comment noted. However, the primary purpose of the proposed Project is to reduce the number of personal vehicles driving into the park and improve traffic circulation along roadways within the Park surrounding Griffith Observatory, as stated within Section 1.2. Additionally, the Project's proposed increase of the existing DASH service route would allow opportunities for those using METRO services or other external access areas an opportunity to be transported into the park without personal automobiles.

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, March 10, 2016 2:57 PM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Comments NG-15-539-RP Griffith Park Circulation Enhancement Plan  
**Attachments:** 2005 Storm Damage.pdf; Order R4-2012-0175 - Final Attachment M.pdf; Order R4-2012-0175 - Final Attachment O.pdf

----- Forwarded message -----

**From:** Joyce Dillard <dillardjoyce@yahoo.com>  
**Date:** Wed, Mar 9, 2016 at 4:37 PM  
**Subject:** Comments NG-15-539-RP Griffith Park Circulation Enhancement Plan  
**To:** "Paul J. Davis" <paul.j.davis@lacity.org>, "The Honorable David E. Ryu" <councilmember.ryu@lacity.org>

Please accept these comments as timely, as a public meeting is scheduled for today March 9, 2016.

An Environmental Impact is necessary.

You have omitted significant environmental effects on:

- 17-1 · Air Quality
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Public Services

17-2 | The project is in a LANDSLIDE and LIQUEFACTION area within a FAULT ZONE. No Soils and Geology report is submitted. 2005 Storm Damage in the area includes approximately 25 occurrences in the area.

17-3 | Evacuation plans are not addressed properly.

LA County Significant Ecological Area description states:

General Boundary and Resources Description

The SEA encompasses most of Griffith Park, south of the State Route-134, and west of Interstate-5. The SEA boundary generally follows the natural area near the Griffith Park boundaries in most cases. Isolated areas are important for preserving and documenting the geographical variability of vegetation and wildlife that formerly occurred throughout

the region. They serve as reservoirs of native species that could be of scientific and economic value in the future. In addition, birds rely on these islands for areas to rest and feed along their north-south and east-west migration routes. In the case of Griffith Park, this function is made even greater than might be expected because it serves as a corridor for any gene flow and species movement that may take place between the Santa Monica and San Gabriel mountains via the Verdugo Mountains.

17-4 | You have not addressed Hydrology and Water Quality. Watershed quality and degradation issues have not been addressed in terms of identified pollutant loads for:

- MS 4 Permitting
- Bird and Animal Sustainability including Migration

17-5 | The Observatory appears to flow into the Ballona Creek Watershed but may effect the Upper Los Angeles River Watershed.

LA Regional Water Quality Control Board issued Municipal Separate Storm Sewer Systems Permit ORDER NO. R4-2012-0175 NPDES PERMIT NO. C. It reads as follows:

D. Permit Coverage and Facility Description

The Los Angeles County Flood Control District, the County of Los Angeles, and

84 incorporated cities within the Los Angeles County Flood Control District with the exception of the City of Long Beach (see Table 5, List of Permittees), hereinafter referred to separately as Permittees and jointly as the Dischargers, discharge storm water and non-storm water from municipal separate storm sewer systems (MS4s), also called storm drain systems. For the purposes of this Order, references to the "Discharger" or "Permittee" in applicable federal and state laws, regulations, plans, or policy are held to be equivalent to references to the Discharger, or Permittees herein depicting the major drainage infrastructure within the area covered under this Order are included in

Attachment C of this Order.

17-6 | Ballona Creek Watershed Group is in the Santa Monica Bay Watershed Management Area with the City of Los Angeles as the Lead Agency in the preparation of the EWMP

Enhanced Watershed Management Plans and the CIMP Coordinated Integrated Monitoring Program. There exists responsibility for the Receiving Water compliance issues with timelines of

Ballona Creek Trash TMDL September 30, 2015

Ballona Creek Estuary Toxic Pollutants TMDL January 11, 2021

Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL  
Dry Weather April 27, 2013  
Wet Weather July 15, 2021

Ballona Creek Metals TMDL  
Dry Weather January 11, 2016  
Wet Weather January 11, 2021

Estimated cost for Ballona Creek Watershed compliance is \$4,278,450.

Upper Los Angeles River Watershed Group is in the Upper Los Angeles River Watershed Management Area with the City of Los Angeles as the Lead Agency in the preparation of the EWMP Enhanced Watershed Management Plans and the CIMP Coordinated Integrated Monitoring Program. There exists responsibility for the Receiving Water compliance issues:

- Los Angeles River Watershed Trash TMDL
- Los Angeles River Nitrogen Compounds and Related Effects TMDL
- Los Angeles River and Tributaries Metals TMDL
- Los Angeles River Watershed Bacteria TMDL
- Los Angeles Area Lakes TMDLs

Estimated cost for Upper Los Angeles River Watershed is \$6,308,700.

You have not addressed any fiscal impacts for the proportionate share in this project area.

Greenhouse Gas Emissions have not been addressed properly for

- Bird and Animal Sustainability including Migration
- Any offsets or credits

There appears to be incomplete studies.

17-11 | Streets presently closed have not been studied for re-opening. That would impact neighborhoods surrounding this project site.

17-12 | No alternatives are presented.

Joyce Dillard  
P.O. Box 31377  
Los Angeles, CA 90031

Attachments:  
2005 Storm Damage  
Order R4-2012-0175 - Final Attachment M  
Order R4-2012-0175 - Final Attachment O

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Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**Comment Letter 17 – Joyce Dillard**

**Comment Response 17-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. However, this Initial Study/Mitigated Negative Declaration (IS/MND) assesses potential impacts to Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, and Public Services, and finds that any potential impacts would be less than significant with the incorporation of proposed mitigation measures. For discussions of these impact topics, please see Sections 5.3, 5.6, 5.7, 5.9, and 5.14 of the IS/MND. The IS/MND assess potential impacts and issues to significant resource criteria listed in Appendix G of the California Environmental Quality Act (CEQA) Guidelines.

**Comment Response 17-2**

Comment noted. The IS/MND fully addresses potential substantial adverse effects resulting from geological hazards such as those associated with landslides, liquefaction, seismic ground shaking, soil erosion, subsidence, expansive soils, and fault rupture. Preparation of a geotechnical and soil evaluation report is not necessary as the Project would not result in any substantial physical improvements or earth disturbance and related impacts to geological and soil conditions. As discussed in Section 5.5.2 of the IS/MND, “[p]roposed Project construction activities would be confined to existing roadways and occur in previously disturbed areas of existing right-of-ways.” Geological hazards are present within the Project area, and have been present throughout the history of the park. However, implementation of this Project would not alter existing geological conditions or expose major new facilities to damage from geologic hazards and potential impacts would be less than significant, as described within the IS/MND.

**Comment Response 17-3**

Comment noted. However, the comment appears to refer to Significant Ecological Areas rather than evacuation, which are addressed in Section 5.4, *Biological Resources*. With regards to evacuation, it is the purpose of this Project to reduce traffic congestion and improve traffic conditions within the park. Current evacuation plans for the park are maintained by Griffith Park staff, and through implementation of the proposed Project,

*“[t]he street system alterations would maintain downhill evacuation roads away from wildland areas... As the proposed circulation plan would enable greater access and easier circulation for emergency vehicles through the project site area and along access roads, effects to emergency response plans would be less than significant.”*

Please refer to impact discussion of CEQA criteria *g-h* in Section 5.8.2 of the IS/MND for discussion of impacts to Griffith Park evacuation plans and emergency vehicle access.

**Comment Response 17-4**

Comment noted. However, implementation of the proposed Project would not result in substantial degradation of water quality and local watersheds because no waste water discharge or modifications to discharge systems would occur and no major grading or

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments

earth disturbance is proposed. In addition, the proposed Project would not result in substantial alterations to the existing drainage patterns of the area. As described under discussion of CEQA Guidelines Appendix G Biological Resources criteria (d) in Section 5.4.2 of the IS/MND, construction and operation of the proposed Project would take place along heavily developed and frequently used road corridors which do not serve as major migratory corridors, and Project activities would not interfere with migratory wildlife corridors.

**Comment Response 17-5**

Comment noted. Project construction and operation would take place entirely within the Ballona Creek Watershed, and any potential water quality impacts would be confined to this watershed. As described in impact analysis of CEQA Appendix G Hydrology and Water Quality criteria (a & f) in Section 5.9.2 of the IS/MND, no waste water discharge would occur with implementation of the proposed Project, no substantial grading, earth disturbance, erosion or sedimentation would result and therefore no impacts would occur to any local watersheds or waterbodies.

**Comment Response 17-6**

Comment noted. This analysis find that implementation of the proposed Project would not result in substantial impacts to water quality, storm water runoff, and drainage systems. Permitting compliance with local regulatory water quality authorities would be upheld by the Project applicant consistent with appropriate regulations prior to the issuance of any development permits. Further, as described in Comment Response 17-5, no substantial grading, earth disturbance or changes in visitation levels are anticipated and therefore no substantial water quality impacts would occur under the proposed Project.

**Comment Response 17-7**

Comment noted. Implementation of the proposed Project would not affect the Upper Los Angeles River Watershed, and compliance with established plans and regulations for this watershed does not apply to this Project. As described in Comment Response 17-5, no water quality impacts would occur with implementation of the proposed Project.

**Comment Response 17-8**

Comment noted. Under Section 15131 on the State CEQA Guidelines, economic or social impacts associated with implementation of a proposed Project are not typically addressed under CEQA. Instead, it is the purpose of an environmental document to assess potential impacts to the physical environment resulting from the implementation of a proposed development or Project.

**Comment Response 17-9**

Comment noted. However, the proposed Project would not result in any potentially significant impacts to the environment or biological species as estimated Project GHG emissions would not exceed or approach established CAPCOA significant GHG emission thresholds. CEQA compliant analysis of GHG emissions has been provided in Section 5.7, *Greenhouse Gas Emissions*, of this IS/MND.

**Comment Response 17-10**

Comment noted. However, studies included in the IS/MND are complete for the purposes adequate CEQA analysis and have been prepared by certified specialists.

**Comment Response 17-11**

Comment noted. The purpose of this IS/MND is to assess potential impacts associated with the proposed Project, not the entire suite of available circulation options. Issues regarding the re-opening of currently closed roads outside the Project area are a policy matter and do not pertain to the adequacy of analysis made by this IS/MND.

**Comment Response 17-12**

Comment noted. As set forth in CEQA Section 15063, 15071, and 15126.6, an IS/MND is not required to discuss alternatives to the proposed Project. Instead, the IS/MND need only discuss feasible mitigation which would reduce potentially significant impacts to a less than significant level. Those mitigation measures are subject to review by City staff and the public to determine their adequacy to reduce potentially significant impacts to a less than significant level. As this Project would not result in any potentially significant and immitigable impacts, no Project alternatives need be proposed to further reduce impacts.

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, February 03, 2016 4:08 PM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Circulation Enhancement Plan, Doc #NG-15-539-RP

----- Forwarded message -----

**From:** Mary Button <[marybutton59@gmail.com](mailto:marybutton59@gmail.com)>  
**Date:** Sat, Jan 30, 2016 at 5:22 PM  
**Subject:** Griffith Park Circulation Enhancement Plan, Doc #NG-15-539-RP  
**To:** [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org), [joe.salaices@lacity.org](mailto:joe.salaices@lacity.org), [Paul.j.Davis@lacity.org](mailto:Paul.j.Davis@lacity.org), [David.ryu@lacity.org](mailto:David.ryu@lacity.org), [rap.commissioners@lacity.org](mailto:rap.commissioners@lacity.org)  
**Cc:** Mary Button <[marybutton59@gmail.com](mailto:marybutton59@gmail.com)>

January 30, 2016

Michael A Shull, General Manager, Department of Recreation and Parks  
Joe Salaires, Griffith Area Supervisor  
Paul J. Davis, Environmental Specialist  
David Ryu, Councilman  
Recreation and Parks Commissioners

**Re: Griffith Park Circulation Enhancement Plan**

**Document # NG-15-539-RP**

The situation with the traffic and congestion on the roads near the Observatory has become untenable. The traffic plan is welcome and long overdue. Currently it is a dangerous situation, and it's a miracle no one has been killed. Thank you for addressing the problem and developing a plan.

I applaud the idea of reducing cars in the Park. The best solution is to shuttle people in, from satellite parking lots *outside* of the park's perimeter.

18-1

I agree with a free *loop shuttle* system within the Park, to circulate visitors. It makes for a better park experience for the visitor, and it's better for the environment and habitat. To encourage pedestrian access, an excellent safe walking path could be made along the road from the upper Greek parking area to the Observatory. It could be created with a minimal amount of effort and expense, perhaps with a DG base (decomposed granite.)

Those who wish to forego the shuttle option should rightly pay for the privilege of parking their car in one of the metered parking spaces along Western Canyon Road or at the Observatory, and thus fund the free *loop shuttle*.

18-2

However, I strongly oppose the *View Point Shuttle* along Mt Hollywood Dr. There is not "A View Point" of the Hollywood Sign. In fact, there are multiple views of the Hollywood Sign, from both within

18-2 | and outside of the Park. It will only add to the congestion near the Observatory if this site is designated as "THE" official view point."

18-3 | It doesn't make sense to shuttle people to this "View Point", the distance of 1/3 a mile from the Mt. Hollywood Drive gate. Most visitors who wish to view the Sign from this alternate vista should be capable to walk the ten minutes to get there.

18-4 | The view of the Hollywood Sign at the proposed "View Point" is not much different of that from the Observatory. Why not extend the view area at the Observatory, where restroom facilities and drinking fountains exit, and add some seating there?

18-5 | I know many passive recreationists (bicyclists, hikers, joggers, and families with small children) agree, and wish Mt Hollywood Drive to remain closed to *all* vehicular traffic, including shuttles.

Thank you.

Mary Button  
Los Angeles, CA 90068

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Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**Comment Letter 18 – Mary Button**

**Comment Response 18-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. Maintenance of existing paved sidewalks and a natural surface walkway are proposed as part of the Project for safe pedestrian access along roads adjacent to the Observatory.

**Comment Response 18-2**

Comment noted. The proposed Mt. Hollywood Drive shuttle service has been dropped from the Project and this road will remain limited to existing uses. Please also refer to Comment Response 1-1.

**Comment Response 18-3**

Comment noted. The proposed Mt. Hollywood Drive shuttle service has been dropped from the Project and this road will remain limited to existing uses. While an aspect of the original proposal was to facilitate handicapped access as well, the closest access for public transit users would be from a shuttle/bus stop installed at the base of the roadway. For additional information pertaining to vehicle access along Mt. Hollywood Drive, please also refer to Comment Response 1-1.

**Comment Response 18-4**

Comment noted. The proposed project does not necessarily exclude the possibility for a seating area at the Observatory, and could potentially occur with sufficient interest. Otherwise, this does not necessarily relate to analysis contained within the IS/MND.

**Comment Response 18-5**

Comment noted. The proposed Mt. Hollywood Drive shuttle service has been dropped from the Project and this road will remain limited to existing uses. Please also refer to Comment Response 1-1.

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Monday, February 22, 2016 12:22 PM  
**To:** Gira, Daniel; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Circulation Enhancement Plan, Doc No NG-15-539-RP

----- Forwarded message -----

From: N G <[shire90068@gmail.com](mailto:shire90068@gmail.com)>  
Date: Mon, Feb 22, 2016 at 12:03 PM  
Subject: Griffith Park Circulation Enhancement Plan, Doc No NG-15-539-RP  
To: [Paul.J.Davis@lacity.org](mailto:Paul.J.Davis@lacity.org), Joe Salaices <[Joe.Salaices@lacity.org](mailto:Joe.Salaices@lacity.org)>, [shire90068@gmail.com](mailto:shire90068@gmail.com)

Dear Sirs,

I am writing to oppose Mitigated Negative Declaration status for the Griffith Park Circulation and Parking Enhancement Plan. It conflicts with the Vision Plan for the park in at least several significant respects.

By the way, I recognize that you mean well and only want the best for the entire community -- so I want to make sure I acknowledge this. It is not *your* fault that you mainly hear one side of the story, since the HOAs are so well-organized and influential in local politics. (Though if you accept this situation, you will become complicit.)

However, to start I would like to address a couple of non-CEQA points.

19-1 | First of all, the plan will not succeed in reducing traffic in surrounding neighborhoods, which  
19-2 | seems to be the main motive behind this proposal. The site selected to become an official  
viewing point is not a particularly good place to view the Hollywood Sign, and the word will get  
around. Attempts to manipulate the Internet and GPS directions will likely not work well either.

19-3 | Even if it *did* have the potential to succeed, your proposal would not be fair in that it will burden  
Griffith Park in order to benefit adjacent homeowners. To my knowledge, the City has never  
tried an enforcement approach in those neighborhood areas, such as an assertive towing program,  
and it has never even provided a Dash service through the hills.

19-4 | Griffith Park is being targeted *only* because it is a relatively soft target - having few people who  
will stand up for it on principle. The pie-in-the-sky public meeting references to *mere*  
*discussions* of increasing public transit to the Park should not be used to excuse this  
encroachment upon and privatization of public land. (That may sound harsh, but you are  
proposing putting a paywall around the Park to benefit local homeowners. Is this not so?)

As you know, Los Angeles is a city in which most people get around by car. It is also a community with significant poverty. Over 19 percent of the city lives under the poverty line,

which isn't adjusted for the higher rents and other costs here. Indeed, one study claims LA is the least affordable rental region. (<http://www.scpr.org/blogs/economy/2014/08/13/17145/the-average-los-angeles-renter-spend-almost-half-h/>)

19-5

Put those two facts together, and the conclusion is inescapable -- your plan will *decrease access* to GP, and it will decrease it among those people who need the Park *most*. How can you justify this? We all know that the public transit increases may never happen.

True, I do not have any data on how many low income people visit the Park, or on how they get there. But neither does the City, since I did not see any research or data in the superficial section of the document which summarily dismisses the notion that low income people might be harmed. If any such data existed, I trust it would have been deployed. Plus, you are decreasing the number of spaces and those bottom lots may already fill up early on weekends. (I don't go in the morning so I can't say firsthand. Again, the City doesn't seem to know either.)

19-6

Even if transit access *is* ever improved, it still won't excuse this plan because taking transit imposes a significant time cost on people -- a cost which busy working low income families should *not* have to pay, especially when this cost is being imposed upon them to suit adjacent homeowners (many of whom perhaps oppose a Dash route through the hills, which might be an alternate way to decrease Hollywood Sign viewing traffic in their neighborhoods (somewhat - not as much as towing would!) I say this because it would otherwise seem odd that no such route has ever been tried.)

19-7

Whatever the facts may be -- whether many low income people own a car, or merely manage to borrow one for an outing to the Park with their family, perhaps lugging sporting or picnic supplies -- neither the expense nor the polluting evil of car-driving should be used as an excuse for putting up a paywall around the Park. You could instead just shut the roads when the parking is full - it would be *much more fair* than charging for parking. It is true we need to de-carbonize our commuting habits - but taking the Park away is neither a fair nor a wise way to accomplish this. (Subsidized clean car sharing is only now being *proposed*... it is far from implementation. And no doubt it will be a tiny underfunded little shell of a program when or if it does happen. Regardless... there are so many *other* places to which you may punish people for driving. Oh, wait, I meant to say, "disincentivize" people from driving, as trendy "smart growth" advocates prefer to say.)

19-8

Also, I believe charging for parking for mere visits to the Park violates the terms of the gift of the park land. As the Vision Plan notes, parking has been free for 110 years (page 66, I believe)... and the Vision Plan recommended that this never change. If for some politic reason the GPAB has decided to abandon this recommendation, it doesn't make it the right choice.

Now I include some comments which may be more CEQA-related. (In my heart, I *don't* believe the study has been adequate... however, in truth the biggest flaws in the proposed plan may not be environmental. In my ideal world, you would kill this plan simply because it is a bad idea and will not work. But here goes.)

19-9 | There has been insufficient notice of the plan (the document is only available in English, and there's been only one or two meetings, neither of which was widely publicized to park visitors) and the initial study was inadequate.

19-10 | Significant and cumulative effects may result from this plan in unanticipated ways, such as perhaps from power infrastructure which may be needed to power the parking meters, or from emissions from the idling shuttle buses which may increase since the traffic will probably not be reduced, as anticipated in the plan. With so little time and information, it is not possible to consider all likely effects.

19-11 | I request 90 days minimum for my community to examine and consider this plan. We need that time to overcome language and other organizational barriers, such as the dispersed nature of the park user community. MND status is certainly not appropriate at this time.

Griffith Park is extremely beloved and important to all of us, and we must not rush into decisions or base them only upon the input of a small segment of the city. It belongs to all of us and is held in trust for we the people. I myself regularly hike in the park twice a week with friends - and sometimes more often than two nights. I am obliged to drive, as our meeting point is nowhere near the bus stop and we hike at night. If you charged for parking, I would be unable to visit, as there is no space in my budget for parking fees. Moreover many of my friends are also low-income and might not be able to continue hiking. As you know, hiking is a use of the park which cannot be replicated elsewhere, unlike a Hollywood Sign viewing spot or even a theater -- those things can be moved to any number of other places, if the overall situation is really so dire. Such uses as mine and such people as myself -- ordinary people -- are those for whom the Park was expressly intended and donated.

Again, I thank you for your work on behalf of the City. I realize that sharing a love of Griffith Park will not be enough to guarantee that we always agree.

Sincerely,  
N. Manzo

Also, there has been insufficient notice of the plan (the document is only available in English, and there's been only one or two meetings, neither of which was widely publicized to park visitors) and the initial study was inadequate. It may (or may not) meet legal standards for notice, but from an ethical perspective the outreach has clearly been inadequate.

I request 90 days minimum for my community to examine and consider this plan. We need that time to overcome language and other organizational barriers, such as the dispersed nature of the park user community. MND status is certainly not appropriate at this time.

Griffith Park is extremely beloved and important to all of us, and we must not rush into decisions or base them only upon the input of a small segment of the city. It belongs to all of us and is held in trust for we the people.

I hike in the park about twice a week with friends. Public access to the park has already been restricted by hillside neighborhoods more than should have been acceptable, especially since as far as I know the City has never really tried enforcement as a way to solve the admittedly serious traffic and safety issues these neighborhoods face.

19-12

Moreover, significant Dash and MTA access has not been tried, either to Griffith Park itself or to the Lake Hollywood area, which undermines the publicly stated motivations behind this plan. No transit expansion is included in this plan (even if mention is made of such plans in public). It seems very clearly a sop to the neighborhood.

Please don't fall for a seemingly easy solution which will not work and which will hurt so many powerless people who depend upon access to Griffith Park.

Sincerely,  
N. Manzo  
Los Angeles, Ca

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071  
(213) 202-2667  
(213) 202-2611 FAX

**Comment Letter 19 – N. Manzo**

**Comment Response 19-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. However, the primary objective of the proposed Plan is to improve circulation and increase pedestrian and bicyclist safety within the Park, contained in the Griffith Park boundary within City of Los Angeles Department of Recreation and Parks (DRP) jurisdiction.

**Comment Response 19-2**

Comment noted. The proposed Mt. Hollywood Drive shuttle service and Hollywood Sign view point installation has been dropped from the Project and this road will remain limited to existing uses. Please also refer to Comment Response 1-1.

**Comment Response 19-3**

Comment noted. The proposed Project has been amended to include more frequent and consistent DASH services as described within the revised Project Description. DASH services currently run on only on weekends and during special events up Vermont Canyon Road and would be increased to 7 days per week. The Mt. Hollywood Drive shuttle and viewpoint have been deleted from the Project. Please refer to Comment Response 1-1 for additional information concerning the continued restricted access along Mt. Hollywood Dr.

**Comment Response 19-4**

Comment noted. Discussion of impacts on recreational access are contained within Section 5.15 of the IS/MND. Admittedly, and as stated within the Initial Study/Mitigated Negative Declaration (IS/MND), incremental delays or perceived inconvenience to Park visitors may occur through the use of the lower parking lots as opposed to paying for parking opportunities closer to the upper elevation Griffith Park activities. While lower income visitors would not be displaced from the Park, they may experience some degree of real or perceived loss of access with their personal vehicles. However, the reduction of overall automobile traffic due to utilization of improved public transit services, the eventual shuttle system, and a reduction of parking conflicts due to marked parking locations may ultimately improve total travel time up the access roads during times that may have been highly congested as well as park users overall experience. Additionally, public transit services have been integrated into the Project, as riding DASH services would reduce overall interaction between visitors and personal automobile congestion effects. Please also refer to Comment Response 1-2.

**Comment Response 19-5**

Comment noted, and 7 day public transit increases have been integrated into the project. The proposed Project has been modified to include substantially improved DASH service into the Park as well as better integration with Metro service. Please also refer to Comment Response 1-2 for additional details.

**Comment Response 19-6**

Comment noted. It is the purpose of the proposed Griffith Observatory Circulation and Parking Enhancement Plan to relieve traffic congestion along the roadways adjacent to the Observatory by improving traffic circulation, providing additional parking facilities outside the Observatory area, improving existing bus services for those who wish to take it, and promote alternative transportation into the Park. The proposed Project balances maintaining free parking in lower lots, paid parking in congested upper elevations and improved free or low costs shuttle service along with improved DASH services to maintain the best possible multi-modal access to the Park for all residents. These measures are intended to additionally aid in protection of Park resources. Please also refer to Comment Response 1-1, Comment Response 1-2, and Comment Response 9-10.

**Comment Response 19-7**

Comment noted. However, as noted in this comment, closing the Park during congested periods would decrease overall access, which would not fulfill goals and objectives pointed out in Section 1.2. The proposed Project balances maintaining free parking in lower lots, paid parking in congested upper elevations and improved free or low costs shuttle service along with improved DASH services to maintain the best possible multi-modal access to the Park for all residents. Please also refer to Comment Response 9-10.

**Comment Response 19-8**

Comment noted. Only parking opportunities along roads adjacent to the Observatory would be paid parking, with the intention of alleviating the extreme congestion around the Observatory. All lower parking lots and parking elsewhere in the Park would remain generally free. The proposed Project balances maintaining free parking in lower lots, paid parking in congested upper elevations and improved free or low costs shuttle service along with improved DASH services to maintain the best possible multi-modal access to the Park for all residents. Discussion of this issue is contained within the IS/MND Section 15, *Recreation*, and Section 16, *Transportation* of the IS/MND.

**Comment Response 19-9**

Comment noted. This document was made available to public review and comment for a total of 45 days, 15 days more than the 30 day period required for public review under CEQA Section 15087(a). Comment regarding inadequacy of the IS/MND provide no reference as to why the document is inadequate. Analysis and determinations made in this IS/MND followed the most recent CEQA statutes and guidelines.

**Comment Response 19-10**

Comment noted. However, as described in Section 2.1.4, proposed pay stations would be powered by solar energy, and would therefore not impact existing City infrastructure. In regards to increased vehicle emissions, discussion of potential air quality concerns pursuant to CEQA thresholds are included within Section 5.3.3. Impacts associated increased vehicle emissions from idling shuttle or DASH vehicles are not anticipated to significantly increase emissions in the area, particularly when coupled with removing an associated number of cars off the upper roadways with their implementation. The analysis of potential impacts to air quality complies with CEQA regulations and guidelines, and the

analysis of potential air quality impacts from vehicle emissions under implementation of the proposed project is adequate in this IS/MND.

**Comment Response 19-11**

Comment noted. Upon public interest, this document was made available to public review and comment for an extended period of time of 45 days, 15 days more than the 30 day period required for public review under CEQA Section 15087(a). Analysis and determinations made in this IS/MND follow the most recent CEQA statutes and guidelines.

**Comment Response 19-12**

Comment noted. Please note that additional DASH services and integration with Metro have been incorporated into the revised Project. Please also refer to Comment Response 1-2.

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 1:26 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: GRIFFITH PARK CIRCULATION ENHANCEMENT PLAN

----- Forwarded message -----

From: **Langley, Stuart** <[Stuart.Langley@disney.com](mailto:Stuart.Langley@disney.com)>  
Date: Wed, Jan 27, 2016 at 9:40 AM  
Subject: GRIFFITH PARK CIRCULATION ENHANCEMENT PLAN  
To: "[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org)" <[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org)>, "[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)" <[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)>, "[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)" <[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)>, "[RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)" <[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)>

Dear Guardians of Griffith Park,

Thank each of you for loving Griffith Park in your own personal way. While it may seem impossible to make decisions that please everyone, keep that love foremost in your heart and your decisions will be good ones. I appreciate the outreach programs I've attended and I am writing to you because I see areas where the Griffith Park Action Plan needs to be improved.

20-1 | Please close Mt. Hollywood Dr. to ALL non-emergency vehicles including trams, motorcycles, electric bicycles, hoverboards, shuttles and cars forever. This place is a treasure. This place is accessible and heavily used by pedestrians, runners, cyclists, and equestrians alike. This place allows visitors to feel human, if just for a few moments, separated from our structures and machines. This place is NOT about seeing the Hollywood sign, it is about reminding us that we exist in a precious sandbox with other people and creatures that we must care for. Adding buses and motor vehicles, even electric vehicles, will by its nature destroy the treasure of this place.

20-2 | Please prioritize park ingress first, before considering changes to traffic flow and parking within the park. The number one concern in your own materials is vehicle traffic within the park and the related safety concerns, but the solutions lie outside the park by establishing parking lots and robust usable shuttle service to bring visitors in. There is no place in the first phases of this project for attractions, such as the Hollywood sign view spot, that will invite more vehicles and people into the park. There is time in the future for marketing and bringing more people in once the vehicle ingress issue is solved. You did not create the problem of a park located with primary access through tight urban neighborhoods, but let's not shy away from solving that problem before inviting more people and vehicles into the park.

20-3 | I support parking fees to the extent they can be lawfully integrated into the plan as a means of supporting the park operations and regulating traffic. Parking fees are not a top priority though and should be abandoned if they conflict with the primary goal of reducing traffic volume within the park and increasing safety. Moreover, I urge that they be implemented with the lowest practical physical and technological footprint. The current plan's pay stations will be an eyesore and likely out of date physical infrastructure within a few years. A reservation system with one or two gate access can achieve desired results with minimal footprint. At the same time a reservation solution can be readily modified if it does not work as planned or has unintended consequences.

20-4 | The Plan addresses disability access in a rather brute force way with shuttle busses up Mt. Hollywood Drive. We simply must have better solutions because shuttles will change the experience for disabled visitors as well as everyone else. We owe disabled visitors a chance to experience the wonderful place as best we can without throwing the park experience under the bus.

20-5 | Do not waste resources to paint pavement with sharrow markings. Sharrow marking is a fine way to direct cyclists, but with the limited number of paved roads this is not necessary. As a safety measure, some studies show no statistically significant reduction in injuries and so do not address the primary Plan goal of improved safety. Save the money.

Thank you and keep loving the park.

Stuart T. Langley

Principal Counsel, Corporate Patents

The Walt Disney Company

500 S. Buena Vista Street, MC 1320

Burbank, CA 91521

[818-560-8452](tel:818-560-8452)

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Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)

**Comment Letter 20 – Stuart T. Langley, Principal Counsel, Corporate Patents, The Walt Disney Company**

**Comment Response 20-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. The proposed Project has been revised to delete the proposed Mt. Hollywood Drive shuttle and viewpoint; only emergency and maintenance vehicles would be permitted. For additional information pertaining to vehicle access along Mt. Hollywood Drive, please also refer to Comment Response 1-1.

**Comment Response 20-2**

Comment noted, and the Hollywood Sign view point area has been removed from the proposed Project. Additionally, increased public transit opportunities utilizing existing DASH routes has been added to the Project to alleviate potential personal automobile usage within the Park. Additionally, removing congestion from roadways immediately adjacent to the Observatory is a primary objective of the Project, and implementing pay parking and utilizing the lower lots is a solution that is proposed to be used to fulfill this objective. The Project is proposed as a management strategy for those already attending the Park.

**Comment Response 20-3**

Comment noted. These comments pertain to project components and not necessarily environmental impacts. These comments should be conveyed to City decision-makers. The only physical changes would be limited to the existing and heavily disturbed and used right-of-way areas, with visual and transportation impacts discussed within Sections 5.1 and 5.16 of the IS/MND.

**Comment Response 20-4**

Comment noted. The proposed Mt. Hollywood Drive shuttle service has been dropped from the Project and this road will remain limited to existing uses. For additional information pertaining to vehicle access along Mt. Hollywood Drive, please also refer to Comment Response 1-1.

**Comment Response 20-5**

Comment noted. Roadways within the Griffith Park Observatory area do not support the implementation of designated bicycle lanes and reconfiguration of these roadways under the proposed Project would not support fully designated bike lanes. However, one-way travel lanes would be expanded on the existing pavement under the proposed Project, providing more room to share travel lanes with bicyclists. The use of sharrow markings along these roadways would help indicate sharing the lane with bicyclists. The Federal Highway Administration concludes that the use of sharrows increased operating space for bicyclists and reduce bike use along sidewalks, and the use of sharrow markings showed

## Griffith Park Circulation and Parking Enhancement Plan

### Response to Comments

positive effects in the operation of bicycles and motor vehicles<sup>1</sup>. The use of sharrow markings along Griffith Park roads are anticipated to increase bicyclist and motorist safety along these roadways compared to existing conditions, especially considering that there are no current protections for cyclists along the roadways and the road does not have enough width for a dedicated bike lane under the proposed roadway alteration which may further improve safety.

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<sup>1</sup> <http://nacto.org/wp-content/uploads/2011/01/Evaluation-of-Shared-Lane-Markings.pdf>

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Friday, January 29, 2016 11:38 AM  
**To:** Gira, Daniel; Joe Salaires; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Input on Griffith Park Shuttle Proposal

----- Forwarded message -----

From: **Joe Linton** <[linton.joe@gmail.com](mailto:linton.joe@gmail.com)>  
Date: Fri, Jan 29, 2016 at 10:39 AM  
Subject: Input on Griffith Park Shuttle Proposal  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), "michael.a.shull" <[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)>, [joe.salaires@lacity.org](mailto:joe.salaires@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)  
Cc: [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)

Griffith Park leaders -

I attended the recent community meeting at Friendship Hall to hear the new plans for Griffith Park. I live in Koreatown and I bicycle to and in Griffith Park once or twice each month.

21-1

I enjoy bicycling in the peaceful quiet car-free back roads in the park, and I strongly encourage R&P to preserve all car-free areas as car-free. Shuttles or private cars would make these roads much less enjoyable for walking and bicycling. Tourists and locals can walk on these roads. The roads do not need to be opened to motorized traffic.

21-2

I want to commend Recreation and Parks Department for looking to alternatives to people arriving by car, but I don't think that the initial proposed plan goes far enough. I am in favor of paid car parking, especially where parking revenues can fund park expenses, including providing alternatives to driving. I really like the shuttle concept, though the initial shuttle proposed doesn't appear to be robust enough to make a dent in the large volume of visitors. I would encourage R&P to look to frequent shuttle service that connects to Metro rail and bus service south of Vermont Avenue.

Thank you for listing to my concerns.

Joe Linton  
131 1/2 Bimini Place, L.A. CA 90004

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments  
**Comment Letter 21 – Joe Linton**

**Comment Response 21-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. The proposed Mt. Hollywood Drive shuttle service has been dropped from the Project and this road will remain limited to existing uses. For additional information pertaining to vehicle access along Mt. Hollywood Drive, please also refer to Comment Response 1-1.

**Comment Response 21-2**

Comment noted. Improved DASH services have been integrated into the project as described within the updated Initial Study/ Mitigated Negative Declaration (IS/MND) along with coordination with MTA metro services. Associated analysis for the integration of these interconnected public transit services has been included within the finalized IS/MND. Please also refer to Comment Response 1-2.

## Lake Hollywood Homeowners Association Comments on Mitigated Negative Declaration for proposed Traffic Circulation Plan for Griffith Park

The Lake Hollywood Homeowners Association is delighted that Recreation and Parks and Councilman Ryu's office are focusing on and endeavoring to solve the significant traffic problems associated with visitors to Griffith Park and surrounding neighborhoods. Thank you for devoting so much time and effort on finding solutions to this major issue facing our neighborhood and others surrounding Griffith Park.

The proposed traffic circulation plan is a good start to solving the traffic problem, but significant rethinking is needed. We understand that the traffic circulation plan is predicated in part on the amount of money that would be raised by the proposed paid parking inside the park. The plan is a start, but we feel that the current proposal is inadequate to address the traffic issues in the park and surrounding neighborhoods, including ours that contains the Vista at the top of Canyon Lake Drive. An effective plan requires many more shuttles or other buses to move visitors from parking lots and from existing public transportation to the Observatory area and other areas of the park that visitors wish to see. Additionally, sufficient parking lots that are removed from highly congested areas close to our neighborhoods around the park must be identified. From there shuttles or buses can take visitors to the Observatory. Such a plan probably requires more money than what can be raised by means of paid parking in the park. So we encourage to charge a significant premium to park near the Observatory to insure adequate funding. Because the city encourages tourism, as community members who commented at the January 20<sup>th</sup> meeting stated, the city must invest in the infrastructure needed to accommodate the visitors while assuring safety for the surrounding neighborhoods and preserving a reasonable quality of life for the city's inhabitants.

We have the following specific comments:

22-1

1. Recreation and Parks and the Council office should ask for money in the 2016/17 city budget and ongoing years so that sufficient funds are available to run more shuttles/DASH buses within the park and more Metro buses to areas adjacent to the park. Additionally, funds should be made available, if needed, to purchase or rent parking facilities south of Los Feliz Blvd. or east of the park from where visitors in cars can catch connecting shuttles, DASH buses or regular metro buses to the park or observatory. The Council office, as well as Recreation and Parks, should continue to engage the mayor's office and the CAO's office and push for additional dollars for visitor infrastructure tied to Griffith Park/the Hollywood sign.

Absent adequate funds to create needed solutions, the city officials' continued endorsement of tourism unfairly imposes burdens on (including issues of safety in the affected neighborhoods due to clogged streets) and decreases the quality of life for city residents. Government's encouragement of tourism, absent adequate planning for and funding of necessary tourism infrastructure, in fact decreases the quality of life of large numbers of residents who live in areas impacted by the huge numbers of visitors to the city.

22-2

2. As observed during the meeting, sophisticated media and outreach must be developed to inform visitors about public transportation options and connections to the park. Recreation and Parks representatives stated that it planned to create an App that visitors in cars could use to determine where to park, but then conceded that internet coverage in the park is very problematic. We were advised that Wi-Fi will soon be installed at the Greek theater, but apparently that will cover only the area around that venue. So, the

- 22-2 | proposed App would not be fully functional and hence would not be capable of serving as a mobile source of information. Additional WiFi and telecommunications equipment are needed. Additionally, all streets and highways that serve as feeders into the park area need to have better and more signage.
- 22-3 | 3. Public transport options must be made easy to use and must be adequate to accommodate the increasing numbers of park visitors. This may require additional or expansion of public transportation from outside into the park.
- 22-4 | 4. Comments from those living east of Lake Hollywood Estates made clear that Vermont Blvd. and Los Feliz Blvd. are extremely heavily impacted by park traffic. Therefore, it appears that a circulation plan that focuses on parking lots situated north of Los Feliz Blvd. will not address the traffic problems on those streets and will not address traffic in neighborhoods north of Los Feliz Blvd. As noted in #1 above, we think that money is needed to find parking lots in locations that siphon traffic away from Los Feliz and Vermont and away from Franklin/Beachwood/Lake Hollywood.  
One parking lot that was not mentioned during the January 20<sup>th</sup> presentation and is not included in the Mitigated Negative Declaration (MND) is the Zoo overflow parking lot, which we believe contains about 200 parking spaces and is situated closer to Interstate 5 and the 134 freeway and away from the Los Feliz neighborhood. It should be one of the parking lots considered from which shuttle service would be provided to the Observatory.
- 22-5 | 5. Clearly a shuttle bus that in phase 1 will haul a maximum of 84 people per hour from parking lots to the observatory is completely inadequate in light of the numbers of visitors (up to 6000-8000 per day during peak tourist periods) that Recreation and Parks stated come to the park during peak times. The proposed shuttle service won't be adequate even during far less crowded periods. Recreation and Parks stated that 75% of visitors don't go into the observatory. This suggests that most visitors come to see the city and Hollywood sign views, meaning that they don't spend a great deal of time in the area and hence would be uninclined to park in a lot and then wait for long periods of time to get on a shuttle to the observatory. If the plan is conceptually inadequate before even considering the start-up issues associated with any new plan, in the current world of social media, the word will quickly spread, and visitors will work around the inadequate "plan". A more muscular transport system into the park should be available from the outset. The LA Times editorial of around January 22nd spoke at length about the inadequacy of the plan.
- 22-6 | 6. The Greek Theater Parking lot apparently would be unavailable beginning in the mid-afternoon during many months of the busiest season. This reduces the number of available parking spaces and again demonstrates why alternate large parking areas must be made available. Alternative lots at some distance should also be considered if buses can be made available to transport visitors from those lots into the park. The Hollywood Bowl uses widely dispersed lots in conjunction with shuttle buses, and the park traffic circulation plan also needs to consider widely dispersed lots from where public transport or dedicated buses/shuttles can be taken to Griffith Park.
- 22-7 | 7. Although the plan identifies addressing neighborhood problems as one of its goals, the plan does not discuss the Beachwood Canyon/Canyon Lake vista problems or how to resolve them. The proposed circulation plan should include a discussion of our neighborhoods, how its proposal would alleviate our problems, and back-up plans for our areas if the circulation plan does not alleviate our problems. One possible consideration is to install paid parking on Canyon Lake, akin to what is proposed for inside the park.

22-7

Neighborhood PPDs might also have to be considered. Otherwise, it is likely that if visitors have a choice, they will continue to clog the streets in our area to obtain a speedy photograph along with free parking. The Lake Hollywood Coalition's proposal for the Vista area is another possible mitigation measure, although it will likely move visitors from the Vista into Lake Hollywood Park. The traffic circulation plan must address more specifically how it will reduce traffic and congestion in our neighborhoods and provide for flexibility to make modifications based on the actual impacts of the circulation plan.

22-8

One final observation, unrelated to traffic congestion in our neighborhoods, is that Recreation and Parks should reconsider the proposed sharrow lanes within the park and instead consider separate lanes for bicycles and for vehicles. We question whether sharrow lanes are safe enough to protect cyclists against drivers in the Park who are unfamiliar with where to park.

Again, we are pleased that the city is focusing on the traffic issues associated with tourism in Griffith Park and adjoining neighborhoods. We urge the Council office and Recreation and Parks to enhance its draft plan with our suggestions before finalizing or implementing the plan. We look forward to being kept informed about the plan development and are ready to participate in further dialogue.

Best regards,



Sheila Irani, President  
Lake Hollywood Homeowners Association

### **Comment Response 22-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. Though funding is not considered a CEQA issue in relation to the adequacy of the Initial Study/Mitigated Negative Declaration (IS/MND), substantially improved DASH services and METRO awareness measures have been integrated into the project. Please also refer to Comment Response 1-2.

### **Comment Response 22-2**

Comment noted. Signage would be included as detailed within Section 2.1.6 and Section 2.2 of the IS/MND, and developed consistent with the Park's urban wilderness identity as stated in objective 7 of Section 1.2. Descriptions of the upgraded DASH services would be posted to appropriate websites as detailed within Section 2.2.1. Additional wireless or technological capabilities are not necessarily discussed within this project, and are thus not required for analysis within this CEQA documentation, though this project does not exclude the possibility of additional wireless or technological capability actions occurring in the future with sufficient interest and feasibility as part of a future potential initiative.

### **Comment Response 22-3**

Comment noted. Improved DASH services have been integrated into the project as described within the updated IS/MND along with coordination with MTA metro services. Associated analysis for the integration of these interconnected public transit services has been included within the finalized IS/MND. Please also refer to Comment Response 1-2.

### **Comment Response 22-4**

Comment noted. Mitigation measure Trans-1 has been integrated into the project to address the potential for additional traffic along North Vermont Avenue, and includes remote parking opportunities within the Park (eg., Zoo parking lot) to reduce the amount of cars that would travel up this roadway. Additionally, the increase of DASH services is now included in the Project as discussed within Comment Response 1-2 should address some additional capabilities for public access that may remove some vehicles from the roadway.

### **Comment Response 22-5**

Comment noted. Public transit opportunities such as DASH and METRO services have been integrated into the project to address a desired and more robust transit plan that is preferable to the existing environmental baseline. As detailed within Section 5.7, *Greenhouse Gas Emissions*, and Section 5.16, *Transportation*, considering that the eventual shuttle service is estimated to take more than 25 vehicles off the road per hour, or at least 425 vehicles per day within the Park's operating hours, and the immediate integration of increased DASH bus services would provide a transportation option for the equivalent of an estimated 21 vehicles per trip, or up to 756 vehicles per day, the reduction of vehicles by integrating public transit options in addition to the proposed shuttle system should greatly assist the high number of vehicles which travel up the

roadways compared to the existing circulation pattern. Please also refer to Comment Response 1-2.

**Comment Response 22-6**

Comment noted. Increased public transit has been integrated into the Project, lower parking lot attention is considered a viable location for shuttle parking to reduce congestion in the upper, more internal areas of the park which experience extremely heavy congestion, and implementation of mitigation measures would assist transport for visitors. Please also refer to Comment Response 9-8, Comment Response 1-2, and Comment Response 22-4.

**Comment Response 22-7**

Comment noted. Due to the vast public support to eliminate aspects of the project associated with the Hollywood Sign or Mt. Hollywood Drive, the scope of the project was reduced to solely address circulation and accessibility along the roads within the Department of Recreation and Parks lands adjacent to the Observatory, reflected in Section 1.2. Please also refer to Comment Response 1-1. Nevertheless, this project does not exclude the possibility of future congestion-mitigating strategies in conjunction with adjacent neighborhoods in the future with sufficient interest and economic feasibility as part of a future potential initiative. Such proposals are well outside the scope of the proposed Project and are not considered in this analysis; as such, this request is best directed to City decision-makers.

**Comment Response 22-8**

Comment noted. As stated in Section 2.4, the use of prominent 'sharrow' road markings and visible cyclist signage along roadways would be used to address potential cyclist/auto traffic. These improvements balance competing demands of park roads to accommodate a mix of vehicular traffic, plan shuttles and DASH service, cyclists and pedestrians all within limited right of way. Per City standards and community input, City of LA standards and US. Department of Transportation Federal Highway Association recommendations were used in development of the planned circulation improvements.

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Wednesday, January 27, 2016 12:11 PM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: MND public comment Griffith Park Traffic Plan

----- Forwarded message -----

From: **MaryJane Mitchell** <[mjmitchelldesigns@gmail.com](mailto:mjmitchelldesigns@gmail.com)>  
Date: Wed, Jan 27, 2016 at 12:10 PM  
Subject: MND public comment Griffith Park Traffic Plan  
To: [PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org), [cd4.issues@lacity.org](mailto:cd4.issues@lacity.org), [Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org),  
[joe.salaiques@lacity.org](mailto:joe.salaiques@lacity.org), [RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)

To Whom It May Concern,

I am writing in regards to the MND that is suggesting that having shuttles and or even cars on the upper roads of Griffith Park, that have been closed for years, to reopen.

I am a visitor to the park on a regular basis and I do not believe that this is a good idea, especially for the many hikers, runners and bicyclist that use these roads in their work outs. When I am hiking there throughout the week, I see children biking safely on these roads.

23-1

I also know that this plan will effect the wild life corridor that runs through this part of Griffith Park. It is my opinion and the opinion of many of my friends, that these roads should remain closed to all Non Emergency traffic for all time.

I thank you for your consideration.

MaryJane Mitchell  
Designer and Illustrator  
Tel-[323 854 8377](tel:3238548377)  
E-Mail [mjmitchelldesigns@gmail.com](mailto:mjmitchelldesigns@gmail.com)

--

Paul J. Davis  
Environmental Supervisor, DRP/PCM  
221 N. Figueroa Street, Suite 400 (MS 682)  
Los Angeles, CA 90071

**Comment Letter 23 – Mary Jane Mitchell**

**Comment Response 23-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. The proposed Mt. Hollywood Drive shuttle service has been dropped from the Project and this road will remain limited to existing uses. For additional information pertaining to vehicle access along Mt. Hollywood Drive, please also refer to Comment Response 1-1.

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Thursday, March 10, 2016 4:29 PM  
**To:** Gira, Daniel; Joe Salaices; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Recreation and Parks' traffic plan has a lot of issues that must be fixed right now.

----- Forwarded message -----

From: **Amir's Garden** <[ag@amirsgarden.org](mailto:ag@amirsgarden.org)>  
Date: Thu, Mar 10, 2016 at 1:22 PM  
Subject: Fwd: Recreation and Parks' traffic plan has a lot of issues that must be fixed right now.  
To: Mike Shull <[MICHAEL.A.SHULL@lacity.org](mailto:MICHAEL.A.SHULL@lacity.org)>, Joe Salaices <[JOE.SALAICES@lacity.org](mailto:JOE.SALAICES@lacity.org)>, RAP Commissioners <[RAP.COMMISSIONERS@lacity.org](mailto:RAP.COMMISSIONERS@lacity.org)>, [CD4.ISSUES@lacity.org](mailto:CD4.ISSUES@lacity.org), [paul.j.davis@lacity.org](mailto:paul.j.davis@lacity.org)

With regards to your "updated" Griffith Park Traffic Plan,

Once again,

24-1 | the most important part of the plan for the rest of Griffith Park -- something everyone is ignoring  
- is the future plans to  
f  
orce much of the traffic for the Hollywood

Sign and Obs INTO THE REST OF THE PARK

24-2 | This plan is pushes Obs and HSign people to park in places like Mineral Wells, the Pecan Grove picnic area, Park-center, and all other parking areas in Griffith Park. The plan claims that these parking areas are "underutilized" – they are far from underutilized - then busing/shuttling those people to their destinations. Meanwhile, this

24-3 | plan

still

makes no mention of the crazy dangerous traffic due to commuters!

If implemented as the plan stands now, when you want to go to Amir's Garden or other attractions and locations inside the park, you will be forced to compete with Hollywood Sign and Observatory goers - those are usually tourists rather than park users and stakeholders - parking in these areas too.

24-4 | It's insanity that Recreation and Parks is pushing these visitors into the rest of the park and significantly negatively impacting the rest of the park with \*tourism\* rather than engaging in modern transportation best practices by solely utilizing City/County/State lots and connections south of Los Feliz near bus lines for these limited park visitors (tourists) while protecting the rest of the park from this impact .

Significantly negatively impacting the rest of the park rather than engaging modern transportation best practices is the exact opposite of good park stewardship. It is the opposite of Best Practices both for parks and transportation. It is a 1970s type of plan - is Recreation and Parks that behind the times in best practices? Is the City of Los Angeles that behind the times professionally?

24-5 | One can only assume that when Recreation and Parks states that other parking in the interior of a 4300 acre urban wilderness park is “underutilized”, that they are speaking from a position of serving tourists rather than park users and stakeholders, because these lots get very busy with regular parks users and stakeholders. Very. So as a taxpayer in Los Angeles, with this in mind I must ask: what exactly is the mission of the Department of Recreation and Parks? To usurp park land for tourism, or to manage the parks system with best practices for actual parks? Which is it? Right now their plan as presented is in complete violation of their supposed parks and recreation mission.

Meanwhile, Recreation and Parks’ new plan as it stands completely ignores the hugely impactful commuter traffic in the park.

24-6 | Commuters and commuter traffic flow not related to park activities is not a function of the Dept of Recreation and Parks, to begin with. Commuters are not park stakeholders, their activity only negatively impacts the park. This is a huge "Public Safety and Access" problem (to use their own words) in the park for park users and wildlife. The commuting must be reduced or stopped altogether. However, it is being ignored at this point in time by said plan.

Please fix this 1970s-esque plan now – do not let it destroy the interior of the park and leave the dangerous commuters issue

unaddressed.

Thank you,

Kristin Sabo (Steward-Caretaker, Amir's Garden)

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[ag@AmirsGarden.org](mailto:ag@AmirsGarden.org)

On the web: [www.AmirsGarden.org](http://www.AmirsGarden.org)

Like Amir's Garden on Facebook: <https://www.facebook.com/AmirsGarden>

--

Paul J. Davis

Environmental Supervisor, DRP/PCM

221 N. Figueroa Street, Suite 400 (MS 682)

Los Angeles, CA 90071

(213) 202-2667

(213) 202-2611 FAX

**Comment Letter 24 – Kristin Sabo, Steward-Caretaker, Amir’s Garden**

**Comment Response 24-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. The proposed Mt. Hollywood Drive shuttle service has been dropped from the Project and this road will remain limited to existing uses. For additional information pertaining to vehicle access along Mt. Hollywood Drive, please also refer to Comment Response 1-1.

**Comment Response 24-2**

Comment noted. The public shuttle stop at the Section 9 lot and Hollywood Sign viewpoint items have been removed from the project, and increased DASH services have been integrated into the Project to pick up from stops outside the Park. Use of parking lots south of Los Feliz Boulevard lie outside of areas under Department of Parks and Recreation jurisdiction.

**Comment Response 24-3**

Comment noted. As stated in Section 1.2, a goal of the Project is to enhance circulation and improve pedestrian, bicyclist, and motor vehicle safety within the Observatory area. These roads typically experience varied visitor congestion, and do not typically experience commuter traffic other than those who work at the Observatory and depend on visitor access; parking for these commuters (of which parking is not necessarily considered a CEQA issue) is considered within Section 2.1.5 of the IS/MND.

**Comment Response 24-4**

Comment noted. Please refer to Comment Response 1-2.

**Comment Response 24-5**

Comment noted. The proposed Mt. Hollywood Drive shuttle service has been dropped from the Project and this road will remain limited to existing uses. Also parking Please also refer to Comment Response 1-1 and Comment Response 24-2.

**Comment Response 24-6**

Comment noted. Please refer to Comment Response 1-1, Comment Response 1-2, and Comment Response 24-3.

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Friday, January 29, 2016 11:37 AM  
**To:** Gira, Daniel; Joe Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd:

----- Forwarded message -----

**From:** **Daryl Whiting** <[daryl.whiting@aescreative.com](mailto:daryl.whiting@aescreative.com)>  
**Date:** Fri, Jan 29, 2016 at 10:57 AM  
**Subject:**  
**To:** "[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)" <[PAUL.J.DAVIS@lacity.org](mailto:PAUL.J.DAVIS@lacity.org)>, "[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)" <[cd4.issues@lacity.org](mailto:cd4.issues@lacity.org)>, "[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)" <[Michael.A.Shull@lacity.org](mailto:Michael.A.Shull@lacity.org)>, "[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)" <[joe.salaices@lacity.org](mailto:joe.salaices@lacity.org)>, "[RAP.Commissioners@LACity.org](mailto:RAP.Commissioners@LACity.org)" <[RAP.Commissioners@lacity.org](mailto:RAP.Commissioners@lacity.org)>, "[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)" <[roadblock@wolfpackhustle.com](mailto:roadblock@wolfpackhustle.com)>

25-1 | Please keep development out of Mt Hollywood drive / Griffith Park. Our untouched resources  
25-2 | are limited enough already. Please provide more frequent Dash Services. Thank you

*Daryl Whiting*

**ARTISTIC ENTERTAINMENT SERVICES**

120 N. Aspan Ave. Azusa Ca. 91702

[o] [626.334.9388](tel:626.334.9388) | [f] [626.969.8595](tel:626.969.8595)

1255 La Quinta Dr. Suite 120 Orlando FL 32809

[o] [407.930.1500](tel:407.930.1500) | [f] [407.630.6583](tel:407.630.6583)

[www.aescreative.com](http://www.aescreative.com)

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**Comment Letter 25 – Daryl Whiting, Artistic Entertainment Services**

**Comment Response 25-1**

We thank you for your comments regarding the preservation of Griffith Park and this Project, and your personal comments have been noted. Please refer to Comment Response 1-1.

**Comment Response 25-2**

Comment noted. Please refer to Comment Response 1-2.



**Friends of Griffith Park**

P.O. Box 27573  
Los Angeles, CA 90027-0573  
friendsofgriffithpark.org

March 11, 2016

Joe Salaices, Superintendent Griffith Region  
Los Angeles Department of Recreation and Parks  
4800 Griffith Park Drive  
Los Angeles, CA 90027

Re: Comments, Griffith Park Circulation and Parking Enhancement Plan

Dear Mr. Salaices,

Friends of Griffith Park (FoGP) appreciates the attention the Department of Recreation and Parks has put forth to solve the serious traffic issues in the general Griffith Observatory area and the consequent adverse environmental impacts from this explosion of visitors. We also applaud community discussions and outreach during the planning process.

Our numbered MND comments follow:

26-1 1. Certain details and “Goals and Objectives” (page 7) of the plan have been abandoned per official notifications by the lead agency at public meetings. These include: a) no shuttles will operate on Mt. Hollywood Drive, and b) pay parking area on Western Canyon Road will extend downhill only to the switchback, well north of One-mile Tree, and no parking will beginning at the end of the pay parking zone, extending the entire distance to Section 9 parking lot.

We support these adjustments to the plan and expect the final MND to reflect these changes. Not having shuttles operating on Mt. Hollywood Drive keeps it available for the extensive safe recreational usage it currently offers. Keeping Mount Hollywood Drive closed to all but emergency and maintenance vehicles was the unanimous recommendation by the Master Plan Working Group and was strongly supported by the public. It is also the spirit of the plan “A Vision for Griffith Park” adopted by the City. Adjusting the pay parking zone on Western Canyon Road will help toward reducing habitat impacts at sensitive areas adjacent to that portion of the road.

26-2 2. The increase in park visitation and resultant impacts began to occur several years ago, as mitigating measures were taken in surrounding residential areas to alleviate problems. Deliberate actions were taken to relocate tourist traffic to the project location with numerous measures to lessen residential impacts, including closures, signage, patrols, and parking restrictions in nearby residential areas.

While the “project” states only three primary components (page 16, Project Description), a more significant component is the relocation of volumes of tourists seeking views of the Hollywood Sign from residential areas to the project area. Therefore, the MND comes to the public late and

obscures what the project really is. These actions produced a level of public visitation enormously beyond Griffith Park's organic increase in visitation and popularity. Improvements for multi-modal circulation and introduction of shuttles (page 16, Project Description) are important measures which we support. However, they could be better described as mitigating measures for a project, than components of the project itself. Dealing with the impacts of the true project, the shifting of tourist traffic into the park, comes late and is overdue.

For this reason, "incremental increase" of impacts for which projects under CEQA are held responsible clearly must back-date to the time actions were first taken to specifically bring tourists and Hollywood Sign seekers to the project area. Adverse environmental impacts in the project area have occurred already as a result of an unprecedented increase in visitation. This is especially important since the MND predicts that "Overall visitation to the project area is not anticipated to increase." (page 49, 5.4.2)

26-3 3) Information on pages 16 and 80 is in direct conflict. Page 16 mentions an existing view point on Mt. Hollywood Drive, and page 80 says there is currently no established view points along Mt. Hollywood Drive.

4) We do not support a singular view point or any formalized view point. It is particularly ironic that the Mt. Hollywood Drive view point is elevated above the Observatory as a viewing area. The Observatory viewing site is far better than the one on Mt. Hollywood Drive. Rest rooms are available, it is ADA accessible, and there is already a very large, flat, and safe viewing area. The site could further be enhanced by removing the concrete walls housing trash bins near the rest rooms. These trash bins can be relocated off-site or to the east side of the parking lot, creating even more of a visitor platform. The view from the Observatory is slightly further away from the sign, but at a slightly better angle.

26-4 The MND suggests that a formalized view point and photograph location for the Hollywood Sign will reduce traffic and congestion in adjacent hillside neighborhoods. Yet, the MND purports there is no increase in the level of visitation expected.

We do not support any promotion of any view point in Griffith Park. While all of the public has access to Griffith Park, there is no reason to promote one activity over others, or to promote one location over others. Viewing sites outside of the park can provide excellent opportunities, especially for those people who are solely interested in the Hollywood Sign and have little interest in any other park activities. We support a Hollywood Visitor Center and multiple viewing sites on as many tall buildings as possible in Hollywood.

26-5 5) While traffic consultants were utilized, there seems to be no stated maximum quantity for vehicles that can reasonably occupy the project area while still providing an acceptable visitor park experience. This is a concern, especially with improved circulation and less parking. Will there simply be more cars just driving through, unable to exit their cars to enjoy the park? If so, the intention of the project has failed, even if more people do arrive by shuttles.

The traffic plan fails to adequately study and deal with traffic volumes and congestion on Los Feliz Blvd, and particularly at its two intersections leading to the project area.

26-6 6) Since the proposed plan decreases the number of parking spaces available to private vehicles to roughly half, a significant focus of the traffic plan (and subsequent phases thereof) should be on shuttles from areas outside of the park. We support first easy targets, such as the Metro Station at Vermont and Sunset. However, the more difficult problem is the tourists who have rental cars and want to drive. Parking lots and parking structures must be identified in Hollywood, Los Feliz or other locations where operating shuttles is practical. There is not nearly enough parking capacity within Griffith Park, whether at the Greek or on the east side of the park to accommodate the demand. Caution should be given so that existing park patrons are not infringed upon by taking limited parking space from them.

26-7 7) A parking reservation system should be a priority consideration for the near future. A reservation system, besides serving its main purpose, provides an effective way to communicate to tourists that limited parking is available in the park. Otherwise, most park visitors have an expectation of finding a parking space. If visitors are unable to reserve their parking, then they will know that they need to plan ahead and find an outlying parking lot serviced by a shuttle or METRO to visit.

26-8 8) Habitat description is very general. No specific features are described such as clay lens areas, ridgelines or rock outcroppings, which lend the habitat more sensitive and vulnerable. Sycamore woodland, contrary to a page 45 statement which suggests it is only confirmed elsewhere in the park, is present within the project area in lower Western Canyon.

9) The MND relies on an inaccurate list, Table 5-2 "Sensitive Plant Species Reported or Have the Potential to Occur," rather than using actual data of species which are present in the project area, which could easily be obtained.

Based upon a professionally-managed Griffith Park Rare Plant Survey and Database (Cooper), the project area has more "single location" flora species than any other location in the entire park, that is, found here and not in any other areas of the park.

There are at least 6 notable "single location" species:

26-9 Fritillaria biflora  
Scutellaria tuberosa  
*Silene* multinervia  
Brickellia nevinii  
Collinsia heterophylla  
Draba cuneifolia, the only documentation in all of the Santa Monica Mountains

In the rare and endangered Category 1(CNPS) there are at least 4 species:

Convolvulus simulans  
Calochortus caltaliniae  
Calochortus plummerae  
Berberis nevinii

Plus delicate ridgeline species are present in Western Canyon and vulnerable to foot traffic.

Chaenactis artemisiifolia  
Chaenactis glabriuscula  
Chorizanthe staticoides

10) The MND erroneously claims that Griffith Park follows recommended Best Management Practices (BMPs) to provide protection and safety to wildlife and the natural setting within the park. (page 28). The aftermath of one year of shuttles stopping at the proposed view point on Mt. Hollywood Drive has left ridgelines and rock peaks highly disturbed. The shuttle stops were unsupervised, even though most shuttle riders were tourists. Riders were allowed to climb cliffs, ridges, rock outcrops and trample sensitive habitat. The Pilot Project's impacts were worse, although shorter in duration. While staff was staged at the view point, they were ineffective in controlling visitors going off-trail. So far, traffic cones, barricades, and litter which fell down steep slopes during the pilot nearly one year ago has not been cleaned up.

26-10 Not nearly enough mitigation is proposed to protect the project area, including the whole of Western Canyon. Instead, only limited mitigation focuses mostly on the view point, as the MND says, "Park Rangers will discourage trampling of vegetation." Fencing, if necessary, needs to be cautiously considered due to its inappropriateness in a native habitat wilderness area and its impact on aesthetics. While some mitigation is being offered for the current proposed project to protect habitat, recent history of unrestrained destruction of habitat is a better predictor of the future.

New paths along ridgelines leading up to the Observatory have already become thoroughfares over the last few years. Erosion in loose soils is becoming an issue, as well as trash thrown down steep embankments. Habitat is being transformed from native Mediterranean habitat to disturbed habitat, subject to invasive weeds and devoid of its unique native species complex. At the present level of impacts from the new glut of visitors trampling it, Western Canyon is not sustainable as an important ecological area.

We suggest a much higher level of ranger presence be dedicated to all of Western Canyon habitat area, with enforcement of staying on the main trails, by patrol and signage. More details on how mitigation will be executed for all of the project area must come forth, as the MND completely fails in its description of adequate mitigation to bring these impacts to less than significant, considering the sensitivities of the habitat.

26-11 11) Section 9 parking lot as a shuttle stop may be problematic, in that it may displace well-established park patrons. It often reaches capacity merely accommodating visitors to Fern Dell and its many picnic areas, as well as Trails Café. We ask that shuttle pick-up at Section 9 be further studied, as it may be ill-advised, considering Vision goals to not displace current park user groups.

26-12 12) Wildlife area is described in the context of the Vision, but not in context to the Historic-Cultural Monument where it is clearly defined. Protection is afforded to the wilderness area via the Monument status, as well as the Vision. This important point should be emphasized in the MND.

26-13 13) Fern Dell Drive should be included and described as a roadway within the project area, in Table 1-1, Existing Characteristics of the Project Area Roadways.

26-14 14) One measure completely missed in the traffic plan was the idea of having a DG walking path from the north end of the Greek parking lot to allow people to walk from essentially the area across from the Bird Sanctuary area on up to the existing sidewalk on the east side of the

Observatory Road. This would take a nominal investment, with hardly any impacts since there is somewhat of a path next to the road already.

- 26-15 | 15) Miscellaneous Errata:  
-Page 7, A Vision for Griffith Park was approved by the City DRP in 2014.  
-Page 52, the correct date of inception of the park is 1896.

We look forward to further working with the Department to fine tune the traffic mitigation plan, especially to make detailed plans to protect habitat in the project area.

Sincerely,



Gerry Hans  
President

**Comment Letter 26 – Gerry Hans, Friends of Griffith Park**

**Comment Response 26-1**

Comment noted, thank you.

**Comment Response 26-2**

Thank you for your comment. Viewing area enhancement plans for a Hollywood Sign Viewing Area on Mt. Hollywood Drive have been removed from the proposed project and no changes will occur in that area; the project has been adjusted to focus on managing existing traffic issues adjacent to Griffith Observatory. No additional signage, bench installation, grading, or other alterations would take place on Mt. Hollywood Drive. Discussion of these plans and analysis of their impacts have been removed from the Initial Study/Mitigated Negative Declaration (IS/MND) and these documents revised throughout to reflect these changes.

Additionally, the project is clearly defined as a targeted set of parking and transit improvements to address existing congestion in the Park. Per the State Guidelines for implementation of the California Environmental Quality Act (CEQA), the IS/MND is required to compare project impacts against the existing environmental setting, not those associated with past actions. Analysis of environmental impacts cannot be “back-dated” to a prior time period to account for past actions by a variety of entities, but must focus on the impacts of the project as currently proposed. Further, overall visitation to the project area is not anticipated to increase due to implementing the proposed project; as noted in the Project Objectives, the project is intended to manage existing circulation from attendees.

**Comment Response 26-3**

Comment noted. Page 16 references an existing informal view point located along Mt. Hollywood Drive at the location that was previously proposed for improvement. However, development of a formal Hollywood Sign Viewing Area on Mt. Hollywood Drive have been removed from the project, along with the removal of shuttle route access along this roadway, and so references to these items have been removed from the MND.

**Comment Response 26-4**

Comment noted. The Mt. Hollywood Drive view point has been dropped from the project. Potential improvements to Griffith Observatory viewpoints are not part of the project, but such recommendations could be conveyed separately to the Park’s Commission. Tall buildings in Hollywood and other sites outside of the Park are not under the control of Department of Recreation and Parks (DRP). Please also refer to Comment Response 26-2 and Comment Response 1-1.

**Comment Response 26-5**

Comment noted. The project is intended to reduce congestion within the Park through improved parking and traffic management to improve the Park visitor experience. The IS/MND addresses the impacts of the project on congestion within and adjacent to the Park. The project is not projected to increase visitation and would therefore decrease, not

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increase the number of cars driving through the Park due to improved transit service and parking pricing. The IS/MND addresses congestion related impacts along Los Feliz Boulevard due to possible shifts in traffic patterns over the long term. As stated in Comment Response 11-3, the modified traffic flow to Western Canyon Road would not occur until impacts to the Los Feliz Boulevard intersections and connecting roads can be mitigated in coordination with the Los Angeles Department of Transportation, and the current circulation pattern would remain on Western Canyon Road and Vermont Canyon Road, with the addition of improved DASH service and eventual Park shuttles to minimize congestion in other areas of the Park. Please see Sections 5.10, 5.15 and 5.16 for additional discussion of these matters.

### **Comment Response 26-6**

Comment noted. DRP is aware of tourist related traffic and the proposed project would reduce demand for parking in and around the Observatory through use of parking fees, which would increase turnover of parking spaces. In addition, posting of DASH schedule on METRO website would also incrementally reduce traffic. Further, although use of offsite parking garages and shuttles is outside the scope of this project and DRP authority, Section 2.2.1 has been amended to include coordination with and notification of available and planned transit service for Los Angeles area tourist and hotel organizations. Finally, as the project would reduce demand for parking around the Observatory, it would avoid displacement of existing Park patrons. Please also refer to Comment Response 1-2.

### **Comment Response 26-7**

Thank you for your suggestion. The proposed project does not exclude the possibility for a potential future reservation system. Such policy recommendations have been conveyed to City decision-makers and do not relate directly to the adequacy of the analysis in the IS/MND. Externally, coordination with City public transportation has been integrated into the Project and is also addressed within Comment Response 1-2.

### **Comment Response 26-8**

Comment noted. As noted within the Project Description and Section 5.4, *Biological Resources*, physical project improvements are confined to existing roadways and shoulders, which have been heavily disturbed by existing uses. Implementation of the Project would not directly affect such habitats, and therefore biological resources were addressed in general terms. The existing discussion far exceeds the CEQA compliant level of background information necessary to characterize the project's potential impacts. The Sycamore woodland discrepancy has been remedied as follows: "Sycamore woodland, rocky outcrop, and ruderal habitats are primarily confined to canyons, peaks, and riverbanks located elsewhere in Griffith Park – outside of the project area roadways."

### **Comment Response 26-9**

Thank you for your comment. Several studies have been conducted within the Park, and as noted within the MND, the information developed for Griffith Park's Significant Ecological Area proposal was utilized. Unfortunately, the "Griffith Park Rare Plant Survey and Database" could not be located ("404 Page Not Found!" occurs when attempting to access the report online as of August 8, 2016). However, a reviewed journal article with Daniel S. Cooper's research was located, and species registered with legal status from

this report were integrated into Table 5-2, which included the following species: Brewer's redmaids, Catalina mariposa lily, clay bindweed, large-leaved filaree, southern California black walnut, Humboldt lily, Hubby's phacelia, Cooper's rein-orchid, and the San Gabriel Mountains leather oak. Please see also Comment Response 26-8 above which clarifies that no direct or substantial indirect impacts to biological habitats are anticipated.

#### **Comment Response 26-10**

Comment noted. Viewing area enhancement plans for a Hollywood Sign Viewing Area on Mt. Hollywood Drive have been removed from the Project and the Project has been adjusted to more tightly focus on existing traffic issues adjacent to Griffith Observatory. No additional signage, bench installation, grading, or other alterations will take place on Mt. Hollywood Drive. Discussion of these plans and analysis of their impacts have been removed from the Initial Study/Mitigated Negative Declaration (IS/MND) and these documents revised throughout to reflect these changes. Therefore, the project would not increase visitation to this area and no increase in impacts to habitats are anticipated.

Project implementation would ultimately reduce the number of cars currently parking along Western Canyon Road, increase options for public transportation up to the Observatory, and introduce a shuttle service for within the Park boundary, all intended to carry passengers along existing roadways. As noted, the Project would not alter and would likely decrease any ongoing impacts from visitors along Western Canyon, an important ecological area. , The proposed project does not exclude the possibility for potential future heightened ranger presence or additional preventative signage. Such recommendations have been conveyed to City decision-makers.

#### **Comment Response 26-11**

Comment noted. This operational concern for the Section 9 parking lot has been addressed within the Project Description through the addition of the following language: "There would be no public shuttle stop at the Section 9 parking lot." Please note that the Park may expand or reduce shuttle service during peak times and special operations.

#### **Comment Response 26-12**

Comment noted. Project has been revised to no longer facilitate easier access to the potential viewpoint approximately 0.5 mile the interior of the Park. The project would utilize and make adjustments to the existing, heavily used roadways adjacent to and leading up to Griffith Observatory. The project is not anticipated to significantly affect wildlife.

#### **Comment Response 26-13**

Comment noted. Fern Dell Drive, as a continuance of Western Canyon Road, has been included in Table 1-1 as follows: "Western Canyon Road (which becomes Fern Dell Drive outside of the Park boundary)".

#### **Comment Response 26-14**

Comment noted. The IS/MND analyzes the project as proposed by DRP, which does not include a new DG pathway. Therefore, the unfunded and conceptual potential walking path project was not considered. Additionally, since no significant impacts were identified,

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no additional measures such as anew DG path were considered. The proposed project does not exclude the possibility for a potential future walking path from the north end of the Greek parking lot. Such recommendations have been conveyed to City decision-makers.

**Comment Response 26-15**

Comments noted. The year of *Vision* adoption was updated to 2014 on page 7, and the date of inception of the Park was updated to 1896 on page 6.