

# NOTICE OF MEETING CANCELLATION AND RELOCATION

CITY OF LOS ANGELES  
BOARD OF RECREATION AND PARK COMMISSIONERS

August 31, 2016

NOTICE IS HEREBY GIVEN that the Meeting of the Board of Recreation and Park Commissioners scheduled to be held at 9:30 A.M. on Wednesday, September 7, 2016 in the EXPO Center Comrie Hall, 3980 South Bill Robertson Lane, Los Angeles, CA 90037, is hereby **canceled**.

NOTICE IS ALSO HEREBY GIVEN that the Meeting of the Commission Task Force on Facility Repair and Maintenance scheduled to be held at 8:30 A.M. on Wednesday, September 7, 2016 in the EXPO Center Teen Workshop Room, 3980 South Bill Robertson Lane, Los Angeles, CA 90037, is also hereby **canceled**.

**A Special Meeting of the Board of Recreation and Park Commissioners will be held at 9:30 a.m. on Friday, September 9, 2016 in the Glassell Park Recreation Center Gymnasium, 3650 Verdugo Road, Los Angeles, CA 90065.**

**A Meeting of the Commission Task Force on Facility Repair and Maintenance will be held at 8:30 a.m. on Friday, September 9, 2016 in the Glassell Park Recreation Center Meeting Room, 3650 Verdugo Road, Los Angeles, CA 90065.**

BOARD OF RECREATION AND  
PARK COMMISSIONERS



ARMANDO X. BENCOMO  
Commission Executive Assistant II



**\*\*SPECIAL MEETING\*\***  
**AGENDA**

**BOARD OF RECREATION AND PARK COMMISSIONERS**  
**OF THE CITY OF LOS ANGELES**

**Friday, September 9, 2016 at 9:30 a.m.**

**Glassell Park Recreation Center**  
**3650 Verdugo Road**  
**Los Angeles, CA 90065**

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SYLVIA PATSAOURAS, PRESIDENT  
LYNN ALVAREZ, VICE PRESIDENT  
MELBA CULPEPPER, COMMISSIONER  
MISTY M. SANFORD, COMMISSIONER

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EVERY PERSON WISHING TO ADDRESS THE COMMISSION MUST COMPLETE A SPEAKER'S REQUEST FORM AT THE MEETING AND SUBMIT IT TO THE COMMISSION EXECUTIVE ASSISTANT PRIOR TO THE BOARD'S CONSIDERATION OF THE ITEM.

PURSUANT TO COMMISSION POLICY, COMMENTS BY THE PUBLIC ON AGENDA ITEMS WILL BE HEARD ONLY AT THE TIME THE RESPECTIVE ITEM IS CONSIDERED, FOR A CUMULATIVE TOTAL OF UP TO FIFTEEN (15) MINUTES FOR EACH ITEM. ALL REQUESTS TO ADDRESS THE BOARD ON PUBLIC HEARING ITEMS MUST BE SUBMITTED PRIOR TO THE BOARD'S CONSIDERATION OF THE ITEM. COMMENTS BY THE PUBLIC ON ALL OTHER MATTERS WITHIN THE SUBJECT MATTER JURISDICTION OF THE BOARD WILL BE HEARD DURING THE "PUBLIC COMMENTS" PERIOD OF THE MEETING. EACH SPEAKER WILL BE GRANTED TWO MINUTES, WITH FIFTEEN (15) MINUTES TOTAL ALLOWED FOR PUBLIC PRESENTATION.

1. CALL TO ORDER AND SPECIAL PRESENTATIONS

- Introduction of Glassell Park Recreation Center Staff

2. APPROVAL OF THE MINUTES

- Approval of Minutes for the Regular Meeting of August 10, 2016

3. NEIGHBORHOOD COUNCIL COMMENTS

- Discussion with Neighborhood Council Representatives on Neighborhood Council Resolutions or Community Impact Statements Filed with the City Clerk Relative to Any Item Listed or Being Considered on this Board of Recreation and Park Commissioners Meeting Agenda (Los Angeles Administrative Code 22.819; Ordinance 184243)

3. BOARD REPORTS

- |        |   |
|--------|---|
| 16-185 | 2024 Olympic Games - Use of Various Department Facilities; Venue Use Agreement with the Los Angeles 2024 Exploratory Committee  |
| 16-186 | Griffith Park – Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Griffith Park/Observatory Circulation and Parking Enhancement Plan – Findings for All Potentially Significant Environmental Effects of the Project in Compliance with the California Environmental Quality Act (CEQA); |

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Implementation of IS/MND's Mitigation Monitoring and Reporting Program in Accordance with CEQA Guidelines [Section 15074(D)]

- 16-187 Los Angeles Center for Enriched Studies – Facility Use Permit for Joint Use of Recreational Facilities from July 2016 through June 2017; Exemption from California Environmental Quality Act
- 16-188 Westchester Senior Citizens Center – Memorandum of Understanding with Westside Pacific Villages for a Donation of Internet Connectivity through the Installation of Digital Subscriber Line(s) (DSL), Associated Equipment, and DSL Service; Exemption from the California Environmental Quality Act (CEQA) Pursuant to Article III, Section 1, Class 3(4) of the City CEQA Guidelines
- 16-189 Target Retail Center Project – Child Care Facility Requirements Pursuant to Section 6.G of the Vermont/Western Transit Oriented District Specific Plan/Station Neighborhood Area Plan – Request for In-Lieu Child Care Fee Payment Pursuant to Section 6.G.4 of the Vermont/Western Transit Oriented District Specific Plan/Station Neighborhood Area Plan
- 16-190 Central Recreation Center – Play Area Rehabilitation (PRJ20946) Project – Allocation of Zone Change Fees – Exemption from the California Environmental Quality Act (CEQA) Pursuant to Article III, Section 1, Class 1(1,3) and Class 11(3) of the City CEQA Guidelines
- 16-191 Reseda Multipurpose Center – Building Improvements (PRJ21031) Project – Allocation of Quimby Fees – Exemption from the California Environmental Quality Act (CEQA) Pursuant to Article III, Section 1, Class 1(1,13) of the City CEQA Guidelines
- 16-192 North Hollywood Park – Service Easement Agreement with the Los Angeles Department of Water and Power (LADWP) for the Installation, Repair and Service of Recycled Water Meters; Exemption from the California Environmental Quality Act (CEQA) Pursuant to Article III, Section 1, Class 3(5,8) and Class 5(30) of the City CEQA Guidelines
- 16-193 Orcutt Ranch Horticultural Center and Community Garden – Blue Star Memorial Plaque; Exemption from the California Environmental Quality Act (CEQA) Pursuant to Article VLL, Section 1, Class 11(1) of the City CEQA Guidelines
- 16-194 Griffith Park Observatory Coin-Operated Telescope Concession – Exercise Agreement Renewal Option
- 16-195 Clean and Safe Spaces (CLASS) Parks Youth Employment Internship Program – Juvenile Justice Crime Prevention Act After-School Enrichment and Supervision Program for Fiscal Year 2016-2017; Acceptance of Grant Funds
- 16-196 EXPO Center – Youth Job Corps Program – Correction to Board Report No. 16-131

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4. COMMISSION TASK FORCE UPDATES

- Commission Task Force on Concessions Report – President Patsouras and Commissioner Culpepper
- Commission Task Force on Facility Repair and Maintenance Report – Commissioners Sanford and Alvarez

5. GENERAL MANAGER'S DEPARTMENT REPORT AND UPDATES

- Various Communications Report
- Informational Report on Department Activities and Facilities
- Informational Update on the Greek Theatre
- Informational Report – Overview of the Los Angeles County Proposition A-Safe Neighborhood Parks, Gang Prevention, Tree Planting, Senior and Youth Recreation, Beaches and Wildlife Protection Acts of 1992 and 1996 – Grant Program Funding for Department of Recreation And Parks

6. PUBLIC COMMENTS

Comments by the Public on All Other Matters within the Board's Subject Matter Jurisdiction

7. FUTURE AGENDA ITEMS

Requests by Commissioners to Schedule Specific Future Agenda Items

8. NEXT MEETING

The next scheduled Meeting of the Board of Recreation and Park Commissioners will be held on Wednesday, September 21, 2016, 9:30 a.m., at Eagle Rock Recreation Center, 1100 Eagle Vista Drive, Los Angeles, CA 90041.

9. ADJOURNMENT

Under the California State Ralph M. Brown Act, those wishing to make audio recordings of the Commission Meetings are allowed to bring tape recorders or camcorders in the Meeting.

Sign language interpreters, assistive listening devices, or any auxiliary aides and/or services may be provided upon request. To ensure availability, you are advised to make your request at least 72 hours prior to the meeting you wish to attend. For additional information, please contact the Commission Office at (213) 202-2640.

Finalization of Commission Actions: In accordance with City Charter, actions that are subject to Section 245 are not final until the expiration of the next five meeting days of the Los Angeles City Council during which the Council has convened in regular session and if Council asserts jurisdiction during this five meeting day period the Council has 21 calendar days thereafter in which to act on the matter.

Commission Meetings can be heard live over the telephone through the Council Phone system. To listen to a meeting, please call one of the following numbers:

from Downtown Los Angeles  
from West Los Angeles

(213) 621-CITY (2489)  
(310) 471-CITY (2489)

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from San Pedro  
from Van Nuys

(310) 547-CITY (2489)  
(818) 904-9450

For information, please go to the City's website: <http://ita.lacity.org/ForResidents/CouncilPhone/index.htm>

Information on agenda items may be obtained by calling the Commission Office at (213) 202-2640. Copies of the agenda and reports may be downloaded from the Department's website at [www.laparks.org](http://www.laparks.org).

## REGULAR MEETING MINUTES

### BOARD OF RECREATION AND PARK COMMISSIONERS OF THE CITY OF LOS ANGELES

Wednesday, August 10, 2016

The Board of Recreation and Park Commissioners of the City of Los Angeles convened the Regular Meeting at Baldwin Hills Recreation Center at 9:30 a.m. Present were President Sylvia Patsaouras, Vice President Lynn Alvarez, and Commissioner Melba Culpepper. Also present were Michael A. Shull, General Manager, and Deputy City Attorney III Strefan Fauble.

The following Department staff members were present:

Anthony-Paul Diaz, Executive Officer and Chief of Staff  
Vicki Israel, Assistant General Manager, Partnership and Revenue Branch  
Kevin Regan, Assistant General Manager, Operations Branch  
Ramon Barajas, Assistant General Manager, Planning, Construction and Maintenance Branch  
Alex Yee, Director of Systems, Finance Division

#### CALL TO ORDER AND SPECIAL PRESENTATIONS

Carl Cooper, Superintendent of the Pacific Region, introduced Department staff and provided background and programming information regarding the Baldwin Hills Recreation Center. Superintendent Cooper also introduced Park Advisory Board Member Michael Oxley, and discussed his community involvement and participation in sports programs at Baldwin Hills Recreation Center.

President Patsaouras acknowledged former Commissioner Iris Zuñiga for her commitment and service on the Board of Recreation and Park Commissioners.

#### APPROVAL OF THE MINUTES

Commissioner Alvarez moved that the Board approve the Minutes of the July 13, 2016 Regular Meeting, which motion was seconded by Commissioner Culpepper. There being no objections, the Motion was unanimously approved.

#### NEIGHBORHOOD COUNCIL COMMENTS

There were no comments from the Neighborhood Council Representatives relative to the Agenda Items being considered.

#### BOARD REPORTS

16-184 - TAKEN OUT OF ORDER  
WESTMINSTER SENIOR CITIZEN CENTER – MINOR MAINTENANCE AND AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS PROJECT; ISSUANCE OF TEMPORARY RIGHT-OF-ENTRY PERMIT TO THE LOS ANGELES HOMELESS SERVICES AUTHORITY FOR A TEMPORARY STORAGE FACILITY FOR THE STORAGE OF THE PERSONAL BELONGINGS OF HOMELESS PERSONS AND HOMELESS

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SERVICE INFORMATION CENTER; CATEGORICAL EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE 19, SECTION 15301, CLASS 1(A) AND SECTION 15303, CLASS 3(C) OF THE STATE CEQA GUIDELINES. THE BOARD MAY RECESS INTO CLOSED SESSION TO CONFER WITH ITS LEGAL COUNSEL PURSUANT TO GOVERNMENT CODE SECTION 54956.9(D)(2),(E)(3), BASED ON WRITTEN COMMUNICATIONS THREATENING LITIGATION

Cid Macaraeg, Senior Management Analyst II of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-184 for approval of the proposed Minor Maintenance and Facility Improvements Project (Project) for the Westminster Senior Citizen Center (Center); authorization of the General Manager or Designee to issue a temporary Right-of-Entry Permit to the Los Angeles Homeless Services Authority for a one-year term to use a portion of the Center for the storage of personal belongings of homeless persons and as a homeless services information center; and approval of the finding that the proposed Project is categorically exempt from the California Environmental Quality Act (CEQA).

Senior Management Analyst II Macaraeg amended the CEQA Clearance Section on Page 3 of Board Report No. 16-184 to include the following language:

Department staff recommends that Board make the determination that the proposed Project is also exempt from CEQA based on the Common Sense Exemption pursuant to State CEQA Guideline Section 15061(b)(3) because it can be seen with certainty that there is no possibility that the activity in question may have a significant impact on the environment. Department staff also recommends that the Board make the finding, based on the entire record available, that no unusual circumstances exist that distinguish this proposed Project from other routine projects in the Class 1 and Class 3 CEQA exemptions.

Public comments were invited for Board Report No. 16-184. One request for public comment was submitted. Debbie Dyer Harris, District Director of Mike Bonin's Office, Eleventh Council District, spoke in support of the proposed Project.

The Board recessed into closed session at 9:45 a.m. to confer with its legal counsel pursuant to California Government Code Section 54956.9(d)(2),e(3) based on written communications threatening litigation. The Board reconvened in open session at 10:15 a.m., at which time Deputy City Attorney III Strefan Fauble announced that no action was taken by the Board during closed session.

The Board and Department staff discussed the planned renovations to the Westminster Senior Citizen Center which include improvements to the restrooms and doors for compliance with Americans with Disabilities Act (ADA) accessibility standards, lead and asbestos abatement throughout the entire facility, paint, and roofing repairs. Commissioner Alvarez requested that Department staff bring back a Report as a separate Agenda item for potential improvements to the adjacent dog park in Westminster Park. Department staff will work with Council District 11 Office and the community to identify such improvements.



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President Patsouras requested a Motion to approve Board Report No. 16-184 as amended. Commissioner Alvarez moved that Board Report No. 16-184 be approved as amended, and that the Resolutions recommended in the Report be thereby approved. Commissioner Culpepper seconded the Motion. There being no objections, the Motion was unanimously approved.

16-183 – TAKEN OUT OF ORDER

RUNYON CANYON PARK – BASKETBALL COURT IMPROVEMENT SETTLEMENT PROJECT – AUTHORIZATION OF REIMBURSEMENT TO PINK DOLPHIN CLOTHING, LLC FOR DESIGN SERVICE, COMPLETED WORK AND PURCHASED MATERIALS

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Cathie Santo Domingo, Superintendent of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-183 to authorize the allocation of \$172,102.69 to the Runyon Canyon Park – Basketball Court Improvement Settlement Project by the Department's Chief Accounting Employee; and approval of the encumbrance in the amount of \$172,102.69 from Runyon Canyon Park Fund 302, Department 88, Contractual Services Account 3040 to reimburse Pink Dolphin Clothing, LLC for completed work and purchased materials related to the repair and restoration of an existing retaining wall and installation of basketball court improvements with ancillary park amenities at the site of an existing concrete court within Runyon Canyon Park. The Board and Department staff discussed the proposed settlement to reimburse Pink Dolphin Clothing, LLC for the geotechnical report, engineering design services, permit activities, purchased materials, and the partially completed construction work performed by the project contractor, B&H Holdings, Inc. dba Digital Interiors. Department staff determined that approximately 25% of the construction work was completed by Digital Interiors which consisted of demolition, purchased materials, and partial completion of the retaining wall. The retaining wall to support of the fire road and hiking was completed by the Department's on-call contractors.

Public comments were invited for Board Report No. 16-183. Four requests for public comment were submitted, and such comments were made to the Board.

16-166

ROGER JESSUP COMMUNITY GARDEN – SUPPLEMENTAL AGREEMENT TO AGREEMENT NO. 3400 WITH YOUTH SPEAK COLLECTIVE TO EXTEND THE TERM

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Joel Alvarez, Senior Management Analyst I of the Partnership Division, presented Board Report No. 16-166 for approval of a proposed Supplemental Agreement to Agreement No. 3400 with Youth Speak Collective to extend the term of Agreement No. 3400 from three years to a total of ten years for the operation and maintenance of the Roger Jessup Community Garden.

16-167

OAKRIDGE RESIDENCE – MEMORANDUM OF UNDERSTANDING WITH FRIENDS OF OAKRIDGE

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Joel Alvarez, Senior Management Analyst I of the Partnership Division, presented Board Report No. 16-167 for approval of a proposed Memorandum of Understanding to establish the roles, responsibilities, and relationship between the City of Los Angeles and the Friends of Oakridge for

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the restoration, preservation, and support of the Oakridge Residence and its historical significance. The Board and Department staff discussed the preparation of a treatment plan by an environmental consultant for restoration and improvements to the Oakridge Residence, and the private tours coordinated by the Friends of Oakridge to raise funds for the facility. Commissioner Alvarez requested that Department staff report back on the public benefit gained from the proposed MOU once the future use of the Oakridge Residence's surrounding grounds is determined. President Patsouras also requested that Department staff report back on how the fundraising proceeds will be used once the treatment plan is complete.

16-168

CULVER/SLAUSON PARK – CELLULAR EQUIPMENT  
INSTALLATION; APPROVAL OF SITE LEASE AGREEMENT WITH  
AT&T

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Cid Macaraeg, Senior Management Analyst II of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-168 for approval of the installation of a new unmanned wireless telecommunications facility at Culver/Slauson Park by New Cingular Wireless PCS, LLC (AT&T); approval of the proposed Site Lease Agreement for a five-year lease term with up to three successive five-year terms for the operation and maintenance of the wireless telecommunications facility by AT&T; concurrence with the California Environmental Quality Act (CEQA) findings as adopted for the project's Mitigated Negative Declaration by the Los Angeles Department of City Planning on April 6, 2016; and authorization of the Department's Chief Accounting Employee to establish a Department Fund and Account into which the collected fees for the Site Lease Agreement will be deposited.

16-169

BARRINGTON RECREATION CENTER – REVOCABLE LICENSE  
AGREEMENT WITH THE UNITED STATES DEPARTMENT OF  
VETERANS AFFAIRS (USDVA) FOR THE OPERATION AND  
MAINTENANCE OF THE BARRINGTON RECREATION CENTER  
EXPANSION; RENAMING OF THE BARRINGTON RECREATION  
CENTER EXPANSION ON USDVA LAND TO VETERANS'  
BARRINGTON PARK; EXEMPTION FROM THE CALIFORNIA  
ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO  
ARTICLE III, SECTION 1, CLASS 1(14) AND CLASS 11(1,3 AND 6)  
OF THE CITY CEQA GUIDELINES

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Cid Macaraeg, Senior Management Analyst II of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-169 for approval of a proposed Revocable License Agreement with the United States Department of Veterans Affairs (USDVA) for the operation and maintenance of the Barrington Recreation Center Expansion on 9.82 acres of USDVA property; authorization of the expenditure of funds not to exceed \$150,000.00 for the design and construction of a Veterans dedication memorial and a beautification program; authorization to rename the Barrington Recreation Center Expansion on USDVA land to Veterans' Barrington Park; and approval of the finding that the proposed Project is categorically exempt from CEQA. The Board and Department staff discussed the Department's intention to expend an amount of not less than \$200,000.00 per year to pay for the salaries and applicable benefits of Veterans hired by the

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Department. The Board and Department staff also discussed the USDVA's authority over the design and construction of the proposed Veterans dedication memorial and beautification program.

Board Report No. 16-169 and the proposed Revocable License Agreement were therefore amended to clarify the Department's intention to promote employment opportunities for Veterans at City parks, and to hire Veterans at a value of not less than \$200,000.00 per year.

Recommendation No. 4 was amended as follows:

4. Authorize the Department of Recreation and Parks (RAP) to advertise and promote employment opportunities for Veterans, and to authorize the Department to expend an amount of not less than \$200,000.00 per year for hiring Veterans.

The first bullet point on Page 4 was amended as follows:

- The Department shall work with the USDVA to promote employment opportunities, and to hire Veterans at a value of not less than \$200,000.00 per year to the USDVA.

The fifth sentence of the last paragraph on Page 4 was amended as follows:

The proposed commitment to ~~advertise and promote employment opportunities~~ to hire Veterans at a value of not less than Two Hundred Thousand Dollars (\$200,000.00) per year is in lieu of paying rent to USDVA.

The first sentence of the Fiscal Impact Statement on Page 5 was amended as follows:

As previously stated, approval of the proposed Revocable License will require RAP to ~~commit to advertise and promote employment opportunities~~ to hire Veterans at a value not less than Two Hundred Thousand Dollars (\$200,000.00) per year.

The third sentence of the Fiscal Impact Statement on Page 5 was amended as follows to reflect the USDVA's authority over the design and construction of the proposed memorial dedicating the site to Veterans, and the beautification program to improve the appearance of Veterans' Barrington Park:

Future renovation plans will be brought back as an informational report as the USDVA holds authority on improvements.

The first sentence of Section 2.D.1(a) - License Fee; Other City Obligations of the proposed Revocable License Agreement's Terms and Conditions was amended as follows:

The City (through its Department of Recreation and Parks) agrees during the term of this agreement to advertise and promote the hiring of Veterans at City parks (with emphasis at Veterans Barrington Park). In addition, the City agrees to hire Veterans at a total annual cost of not less than Two Hundred Thousand Dollars (\$200,000), and provide a written report by February 1 of each year, detailing the extent to which the City has met this requirement for the previous year.

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16-170

MT. LEE/GRIFFITH PARK EXPANSION (PRJ21021) (LOS ANGELES COUNTY ASSESSOR'S PARCEL NUMBER 5581-010-003) – FINAL AUTHORIZATION TO ACQUIRE PROPERTY FOR PARK PURPOSES; EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE 19, SECTIONS 15301 CLASS 1(L), 15303 CLASS 3(E), 15325 CLASS 25(F) OF THE STATE CEQA GUIDELINES

Cid Macaraeg, Senior Management Analyst II of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-169 for adoption of a Resolution authorizing the Department to request assistance from the General Services Department (GSD) and other City entities in obtaining a fee title to the Mt. Lee Property parcel identified as Los Angeles County Assessor's Parcel Number 5581-010-003; approval to use Recreation and Parks Fund No. 205, Department 88, Appropriation No. 88MMD2 for the acquisition and related costs of the Mt. Lee Property as recommended by the City Council Motion referenced in Council File No. 15-1285; authorization of Department staff to coordinate acquisition activities with GSD and any other City Departments to obtain the necessary funding approvals to expedite the purchase of the Mt. Lee Property; authorization of the Department's Chief Accounting Employee to make technical corrections as necessary to establish the necessary accounts and accept and/or authorize the transfer of necessary monies for the acquisition to the appropriate City Department accounts or escrow company account; and final approval to purchase the Mt. Lee Property upon completion of the preliminary acquisition activities, and contingent upon completion of appropriate California Environmental Quality Act (CEQA) documentation, completion and satisfaction of all environmental assessments prior to close of escrow, negotiation of a purchase price that is consistent with GSD's professional opinion of market value, and clearance/resolution of any and all Title issues prior to close of escrow. The Purchase and Sale Agreement (PSA) shall be executed upon receipt of the necessary approvals, and authority shall be granted to GSD and City Attorney's Office to review, negotiate, draft, and finalize and execute forthwith a PSA on behalf of the Board if necessary pending final review and approval by GSD Asset Management Division upon completion of all conditions stipulated in Board Report No. 16-170.

Board Report No. 16-170 was corrected to appropriately reflect that the Mt. Lee Property is located within Council District 4.

16-171

50 PARKS INITIATIVE – NEVIN AVENUE PARK (PRJ20833) PROJECT – 1531 EAST 32<sup>ND</sup> STREET AND 1527 EAST 32<sup>ND</sup> STREET – FINAL AUTHORIZATION TO ACQUIRE PROPERTY AND EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE 19, SECTIONS 15301 CLASS 1(L), 15303 CLASS 3(E), 15325 CLASS 25(F), AND 15330 CLASS 30(B)(5) OF THE STATE CEQA GUIDELINES

Cid Macaraeg, Senior Management Analyst II of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-171 for the acquisition of parcels located at 1527 East 32<sup>nd</sup> Street and 1531 East 32<sup>nd</sup> Street, Los Angeles, California 90011 for Nevin Avenue Park identified as Los Angeles County Assessor's Parcel Number (APN) 5117-001-008 and 5117-001-009,

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respectively; adoption of a Resolution authorizing Department staff to request the assistance of the General Services Department (GSD) and other City entities per Charter Section 594(a) and (b), in obtaining fee title to the two parcels and approving the necessary agreements; approval of the use of Proposition 84 funds for the acquisition of the two parcels, as well as other alternative funding sources to cash flow the acquisition to be reimbursed by Proposition 84 funds as they become available; approval of the proposed Purchase and Sale Agreement (PSA) referred to as the Agreement and Covenant Not To Sue between City of Los Angeles, acting by and through the Board, and the State Of California Department of Toxic Substances Control (DTSC) allowing for the release of lien by DTSC and sale of property; concurrence with the Court's approval of the Consent Decree action concerning the STATE OF CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL, Plaintiff, v. RENU PLATING COMPANY, INC., et al., Defendants; approval of the finding that the Project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Article 19, Sections 15301 Class 1 (l), 15303 Class 3 (e), 15325 Class 25(f), and 15330 Class 30(b)(5) of the State CEQA Guidelines; authorization of the Department's Chief Accounting Employee to find an alternative funding source to cash flow the acquisition, make technical corrections as necessary to establish the necessary accounts for the acquisition, and accept and/or authorize the transfer of the necessary monies to fund the acquisition to the appropriate City Department accounts or escrow company account; and grant final approval to purchase the property upon the completion of the preliminary acquisition activities, contingent upon the conditions stipulated in Board Report No. 16-171. The Board and Department staff discussed the limitations of selecting alternatives sites for the Nevin Avenue Park Project due to State grant funding, the Department's planned coordination with the Los Angeles Unified School District regarding accessibility to the Project site by Nevin Avenue Elementary School students, and the availability of State funding for the acquisition.

16-172

PENMAR GOLF COURSE – FINAL APPROVAL OF PROPOSED WATER PIPELINE INSTALLATION PROJECT; GRANTING AN EASEMENT FOR THE PROPOSED PIPELINE; ISSUANCE OF A RIGHT-OF-ENTRY PERMIT; REPLACEMENT PARK IMPROVEMENTS; AND EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE III, SECTION 1, CLASS 1(14), CLASS 3(5), CLASS 4(3), AND CLASS 5(30) OF THE CITY CEQA GUIDELINES

Cid Macaraeg, Senior Management Analyst II of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-172 for approval of the City of Santa Monica's project for the proposed water pipeline installation project (Project) through Penmar Golf Course and associated park improvements; authorization to issue a temporary revocable Right-of-Entry Permit to the City of Santa Monica and/or its contractors to allow for the construction of the Project; authorization to request that City Council approve the granting of an easement to the City of Santa Monica for the Project; and approval of the finding that the proposed Project is categorically exempt from the California Environmental Quality Act.

16-173

HEATING, VENTILATION, AND AIR CONDITIONING (HVAC) SYSTEM AND BUILDING MECHANICAL SYSTEM IMPROVEMENTS AT VARIOUS FACILITIES – APPROPRIATION

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FROM UNRESERVED AND UNDESIGNATED FUND BALANCE IN  
FUND 302; ALLOCATION OF QUIMBY AND ZONE CHANGE  
FEES; EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL  
QUALITY ACT (CEQA) PURSUANT TO ARTICLE III, SECTION 1,  
CLASS 1(1,4) AND CLASS 2(6) OF THE CITY CEQA GUIDELINES

Darryl Ford, Senior Management Analyst of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-173 for approval of twelve Heating, Ventilation, and Air Conditioning systems (HVAC) and building mechanical systems improvement projects at various Department facilities; authorization of the appropriation in the amount of \$600,000.00 in Fund 302, Department 88, Account 3040 to the Contractual Services Account; authorization of the Department's Chief Accounting Employee to reallocate \$60,000.00 in Zone Change Fees currently allocated to the City Hall Park Restoration (PRJ20465) Project to the Evergreen Recreation Center - Youth Activity Center HVAC Improvements (PRJ21053) Project; approval of the transfer of Zone Change Fees in the amount of \$60,000.00 from City Hall Park Account No. 89440K-CY to Evergreen Recreation Center Account No. 89440K-EF for the Evergreen Recreation Center - Youth Activity Center HVAC Improvements (PRJ21053) Project; authorization to reallocate \$70,000.00 in Quimby Fees currently allocated to the Queen Anne Recreation Center - Splash Pad Rehabilitation (PRJ20189) Project to the Queen Anne Recreation Center - HVAC Improvements (PRJ21054) Project, and allocate \$70,000.00 in Quimby Fees from Queen Anne Recreation Center Account No. 89460K-QA for the Queen Anne Recreation Center - HVAC Improvements (PRJ21054) Project; authorization to transfer Quimby Funds in the amount of \$35,000.00 from Quimby Fees Account No. 89460K-00 to Van Nuys Sherman Oaks Park Account No. 89460K-VS for the Sherman Oaks/East Valley Adult Center - HVAC Improvements (PRJ21055) Project; approval of the allocation of \$35,000.00 in Quimby Fees from Van Nuys Sherman Oaks Park Account No. 89460K-VS for the Sherman Oaks/East Valley Adult Center - HVAC Improvements (PRJ21055) Project; authorization to reallocate \$170,000.00 in Quimby Fees currently allocated to the Van Nuys Sherman Oaks Park - Synthetic Turf Field (PRJ20717) Project in the Van Nuys Sherman Oaks Park Account No. 89460K-VS to the Van Nuys Sherman Oaks Park - Pool Mechanical System Improvements (PRJ21056) Project; authorization to transfer and allocate \$195,000.00 from Quimby Fees Account No. 89460K-00 to Vanalden Park Account No. 89460K-VG for the Vanalden Park - Wilkinson Multipurpose Senior Center HVAC Improvements (PRJ21052) Project; and approval of the finding that the proposed Projects are categorically exempt from the California Environmental Quality Act (CEQA). The Board and Department staff discussed the immediate commencement of the HVAC and building mechanical systems improvement projects at the designated Department facilities, and the posting of signs to inform patrons of the improvement projects.

16-174

VENICE BEACH – NEW SKATE PARK (PRJ1029C) PROJECT AND  
VENICE BEACH – PIER REFURBISHMENT (PRJ20587) PROJECT  
– ALLOCATION OF QUIMBY FEES

Darryl Ford, Senior Management Analyst of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-174 to rescind approval of Recommendation No. 21-B of Board Report No. 08-198 which authorized the transfer of \$411,379.00 in Quimby Fees collected in Fiscal Year (FY) 2005-06 from Quimby Account No. 89460K-00 to Venice Beach Account No. 89460K-VE, and authorize the transfer of \$321,569.00 collected in FY 2005-06 from Quimby Account No. 89460K-00 to Venice Beach Account No. 89460K-VE; rescind approval of Recommendation No. 21-

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D of Report No. 08-198 which authorized the allocation of \$1,700,000.00 in Quimby Fees for the Venice Beach – New Skate Park (PRJ1029C) Project, and authorize the allocation of \$1,610,190.00 in Quimby Fees for the Venice Beach – New Skate Park (PRJ1029C) Project; authorization to reallocate \$269,295.70 in Quimby Fees currently allocated to the Venice Beach - New Skate Park (PRJ1029C) Project to the Venice Beach - Pier Refurbishment (PRJ20587) Project; authorization to transfer of Quimby Funds in the amount of \$159,462.00 from Quimby Fees Account No. 89460K-00 to Venice Beach Account No. 89460K-VE; and approval of the allocation of \$428,757.70 in Quimby Funds from Venice Beach Account No. 89460K-VE for the Venice Beach - Pier Refurbishment (PRJ20587) Project.

16-175

WESTWOOD GARDENS PARK – OUTDOOR PARK IMPROVEMENTS (PRJ20637) PROJECT; ALLOCATION OF QUIMBY FEES

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Chris Atencio, Landscape Architectural Associate II of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-175 for authorization of the Department's Chief Accountant to transfer \$100,000.00 in Quimby Fees currently allocated to the Westwood Park - Synthetic Turf Field (PRJ20663) Project in Westwood Park Account No. 89460K-WP to Westwood Gardens Park Account No. 89460K-W1 for the Westwood Gardens Park – Outdoor Park Improvements (PRJ20637) Project.

16-176

EVERGREEN RECREATION CENTER – FACILITY IMPROVEMENTS (W.O. #E170382F) PROJECT – APPROVAL OF FINAL PLANS AND CALL FOR BIDS AND EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE III, SECTION 1, CLASS 1(1,32)

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Cathie Santo Domingo, Superintendent of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-176 for approval of the final plans and specifications for the construction of the Evergreen Recreation Center - Facility Improvements Project (Project); approval of the date to be advertised for receipt of bids as Tuesday, September 27, 2016 at 1:00 p.m.; and approval of the finding that the Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Article III, Section 1, Class 1 (1,32).

16-177

STONEHURST RECREATION CENTER – FACILITY UPGRADES (W.O. #E170243F) PROJECT – APPROVAL OF FINAL PLANS AND CALL FOR BIDS; EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE III, SECTION 1, CLASS 1(1), OF THE CITY CEQA GUIDELINES

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Cathie Santo Domingo, Superintendent of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-177 for approval of the final plans and specifications for the construction of the Stonehurst Recreation Center - Facility Upgrades Project (Project); approval of the date to be advertised for receipt of bids as Tuesday, September 27, 2016, at 1:00 p.m. in the

August 10, 2016

Board Office; and approval of the finding that the Project is categorically exempt from California Environmental Quality Act (CEQA) pursuant to Article III, Section 1, Class 1(1).

16-178

GRIFFITH PARK – SYNTHETIC SOCCER FIELD (PRJ21033) PROJECT AND MAR VISTA RECREATION CENTER – SYNTHETIC SOCCER FIELD REPLACEMENT (PRJ21034) PROJECT – LOS ANGELES DEPARTMENT OF WATER AND POWER WATER CONSERVATION REBATE – ASSIGNMENT OF FUNDS; EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE III, SECTION 1, CLASS 2 OF THE CITY CEQA GUIDELINES

Tom Gibson, Landscape Architect II of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-178 for approval of the Griffith Park – Synthetic Soccer Fields Project and Mar Vista Recreation Center - Synthetic Soccer Field Replacement Project; authorization of the Department's Chief Accounting Employee to encumber \$987,840.00 and transfer the funds from Fund 302, Department 89, Account 89709H-WC Los Angeles Department of Water and Power Water Conservation, to Fund 302, Department 89, Account 89270K - General Capital for the Griffith Park - Synthetic Soccer Fields Project; authorization to encumber \$854,160.00 and transfer the funds from Fund 302, Department 89, Account 89709H-WC Los Angeles Department of Water and Power Water Conservation to Fund 302, Department 89, Account 89270K – General Capital for the Mar Vista Recreation Center - Synthetic Soccer Field Replacement (PRJ21 034) Project.

16-179

109<sup>TH</sup> STREET POOL AND BATHHOUSE REPLACEMENT PROJECT (PRJ1501P) (W.O. #E1906494) – ACCEPTANCE OF STOP PAYMENT NOTICE AND RELEASE OF STOP PAYMENT NOTICE ON CONSTRUCTION CONTRACT NO. 3462

Cathie Santo Domingo, Superintendent of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-179 for authorization to withhold the amounts claimed in the Stop Payment Notice filed by Robertson's against Simgel Company, Inc., and acceptance of the Release of Stop Payment Notice on Construction Contract No. 3462 for the 109<sup>th</sup> Street Pool and Bathhouse Replacement Project.

16-180

MACARTHUR PARK – PARK REHABILITATION AND LIGHTING (PRJ20879) PROJECT – ACCEPTANCE OF STOP PAYMENT NOTICE AND RELEASE OF STOP PAYMENT NOTICE ON CONSTRUCTION CONTRACT NO. 3466

Cathie Santo Domingo, Superintendent of the Planning, Construction, and Maintenance Branch, presented Board Report No. 16-180 for authorization to withhold the amounts claimed in the Stop Payment Notice filed by Mike's Portable Welding against Child's Play plus an additional sum equal to 25% thereof, to defray any costs of litigation in the event of court action if the amount of said



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funds are available; and acceptance of the Release of Stop Payment Notice on Construction Contract No. 3466 for the MacArthur Park Rehabilitation and Lighting Project.

16-181

APPROPRIATION FROM UNRESERVED AND UNDESIGNATED FUND BALANCE IN FUND 302 TO VARIOUS ACCOUNTS IN THE DEPARTMENT OF RECREATION AND PARKS

Alex Yee, Director of Systems, presented Board Report No. 16-181 for authorization of the appropriation in the amount of \$1,300,000.00 from Fund 302, Department 88, and authorization of the General Manager or Designee to reserve \$2,500,000.00 in the Unreserved and Undesignated Fund Balance as part of the Fiscal Year 2016-17 budget as directed by the Mayor and Council, and to work with the Controller's Office to meet the Department's budget mandate.

Board Report No. 16-181 was amended to reflect the appropriation amount as \$1,300,000.00 in Recommendation No. 1 as follows:

1. Subject to approval by the Mayor, authorize the appropriation of ~~One Million, One Hundred Thirty-Five Thousand Dollars (\$1,135,000.00)~~ One Million, Three Hundred Thousand Dollars (\$1,300,000.00) from Fund 302, Department 88, to various accounts as follows:

FROM: Unreserved and Undesignated Fund Balance	\$1,300,000.00
TO: Fund 302/88 Account 3040 - Contractual Services	\$ 300,000.00
Fund 302/89 Account 270K -	
Sub account LA River Valley Bike Path	<u>\$1,000,000.00</u>
Total	\$1,300,000.00

Page 2 of Board Report No. 16-181 was also amended to reflect the amended appropriation amount for the Ken Malloy Harbor Regional Park Sewer Line Replacement as it was determined that an additional 600 feet of sewer pipeline needs replacement upon further assessment:

Ken Malloy Harbor Regional Park Sewer Line Replacement     ~~\$135,000.00~~ \$300,000.00

RAP is requesting that ~~One Hundred Thirty-Five Thousand Dollars (\$135,000.00)~~ Three Hundred Thousand Dollars (\$300,000.00) be appropriated from the UUFB to Fund 302/88, Account 3040 – Contractual Services for the above-mentioned project.

16-182

AS-NEEDED SEWER TIE CONSTRUCTION, RETROFIT, MAINTENANCE, AND/OR REPAIRS REQUEST FOR QUALIFICATIONS

Jim Newsom, Senior Management Analyst II of the Finance Division, presented Board Report No. 16-182 for the award of proposed three-year Services Contracts with W.A. Rasic Construction Co., Inc.; Colich & Sons, LP., Mike Prlich and Sons, Inc., and Vasilj, Inc. for as-needed sewer tie construction, retrofit, maintenance and/or repair services; authorization to waive the informalities for

August 10, 2016

the proposal submitted by Colich & Sons, LP., Mike Prlich and Sons, Inc., and Vasilj, Inc. in response to the Request for Qualifications (RFQ), subject to the submittal of the required documentation to meet the minimum qualifications of the RFQ; approval of the findings regarding the competitive bidding process pursuant to Charter Section 1022, Charter Section 371(e)(2), 371(e)(10), 372, and Los Angeles Administrative Code Section 10.15(a)(2).

Public comments were invited for the Board Reports. Two requests for public comment were submitted. Catherine Landers, Senior Deputy of Councilmember David Ryu's Office, Fourth Council District, spoke in support of the proposed Mt. Lee Property acquisition as presented in Board Report No. 16-170.

President Patsouras requested a Motion to approve the Board Reports as presented and Board Report Nos. 16-169, 16-170, and 16-181 as amended, with the exception of Board Report No. 16-184 which was previously approved as amended in a separate vote. Commissioner Alvarez moved that the Board Reports be approved, and that the Resolutions recommended in the Reports be thereby approved. Commissioner Culpepper seconded the Motion. There being no objections, the Motion was unanimously approved.

#### CONTINUED BOARD REPORT

##### 16-077

FENCE AND WALL INSTALLATION, MAINTENANCE AND/OR REPAIRS – REQUEST FOR QUALIFICATIONS (ORIGINAL DATE – MARCH 16, 2016)

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Kai Wong, Management Analyst II of the Finance Division, presented Board Report No. 16-077 for approval of a proposed Request for Qualifications (RFQ) for Fence and Wall Installation, Maintenance and/or Repairs for a three-year contract not to exceed \$4 million per year per awarded contract; authorization to advertise and conduct the RFQ process.

Public comments were invited for Board Report No. 16-077; however, no requests for public comment were received.

President Patsouras requested a Motion to approve Board Report No. 16-077 as presented. Commissioner Culpepper moved that Board Report No. 16-077 be approved, and that the Resolutions recommended in the Report be thereby approved. Commissioner Alvarez seconded the Motion. There being no objections, the Motion was unanimously approved.

#### COMMISSION TASK FORCES

- Commission Task Force on Concessions Report (President Patsouras and Commissioner Culpepper)

President Patsouras reported on the Concessions Task Force Meeting held on August 10, 2016 prior to the Board Meeting, in which the Task Force discussed status updates on Requests for Proposals for various concession agreements, as well as a status update on the data entry for the City Ethics Commission's Department Contract Filing System.

August 10, 2016

- Commission Task Force on Facility Repair and Maintenance (Commissioners Sanford and Alvarez)

Commissioner Alvarez reported on the Facility Repair and Maintenance Task Force Meeting held on August 10, 2016 prior to the Board Meeting, in which the Task Force discussed renovation plans for the Griffith Park restrooms, baseball field lighting for Strathern Park North, acquisition and development of a new park on San Fernando Road, and the installation of commemorative plaques for the Armenian Genocide in each Council District.

#### GENERAL MANAGER'S DEPARTMENT REPORT AND UPDATES

- The Various Communications Report was noted and filed.
- General Manager Michael Shull reported on Department activities, facilities, and upcoming events. Assistant General Manager Kevin Regan reported on the Liquid Shard art installation in Pershing Square Park.

#### PUBLIC COMMENTS

Public comments on matters within the Board's jurisdiction were invited. Two requests for public comment were submitted. Such comments were made to the Board.

#### FUTURE AGENDA ITEMS

There were no requests for future Agenda Items.

#### NEXT MEETING

The next Regular Meeting of the Board of Recreation and Park Commissioners was scheduled to be held on Wednesday, September 7, 2016, 9:30 a.m., at EXPO Center Comrie Hall, 3980 South Bill Robertson Lane, Los Angeles, CA 90037.

#### ADJOURNMENT

There being no further business to come before the Board, President Patsaouras adjourned the Meeting at 11:40 a.m.

#### ATTEST

\_\_\_\_\_  
PRESIDENT

\_\_\_\_\_  
BOARD SECRETARY



**BOARD REPORT NO. 16-185  
WILL BE POSTED  
AT A LATER DATE BY  
FRIDAY, SEPTEMBER 9, 2016**



**BOARD REPORT**

NO. 16-186

DATE September 09, 2016

C.D. 4

**BOARD OF RECREATION AND PARK COMMISSIONERS**

SUBJECT: GRIFFITH PARK – INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND) FOR THE PROPOSED GRIFFITH PARK/OBSERVATORY CIRCULATION AND PARKING ENHANCEMENT PLAN – FINDINGS FOR ALL POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROJECT IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA); IMPLEMENTATION OF IS/MND'S MITIGATION MONITORING AND REPORTING PROGRAM IN ACCORDANCE WITH CEQA GUIDELINES [SECTION 15074(D)]

AP Diaz \_\_\_\_\_  
R. Barajas \_\_\_\_\_  
H. Fujita \_\_\_\_\_

V. Israel \_\_\_\_\_  
\*K. Regan KR  
N. Williams \_\_\_\_\_

  
\_\_\_\_\_  
General Manager

Approved \_\_\_\_\_ Disapproved \_\_\_\_\_ Withdrawn \_\_\_\_\_

**RECOMMENDATIONS**

1. Consider the Initial Study/Mitigated Negative Declaration (IS/MND), herein included as Attachment 1 and posted on the Department of Recreation and Parks (RAP) website, [www.laparks.org](http://www.laparks.org), for the proposed Griffith Park/Observatory Circulation and Parking Enhancement Plan (Project), together with any comments received during the public review process;
2. Find that the IS/MND reflects the independent judgment of RAP;
3. Find that the Project as mitigated will not have a significant environmental effect;
4. Adopt the IS/MND and Mitigation Monitoring Program of the IS/MND that specifies the mitigation measures to be implemented in accordance with the CEQA Guidelines Section 15074(d);
5. Specify that the documents and materials that constitute the record of proceedings for the Project are located in the Office of Board of Recreation and Park Commissioners (Board Office) and that the Board Office is the custodian of these documents and materials;
6. Approve the Project as described in the IS/MND;

## BOARD REPORT

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7. Approve a \$4.00 per hour parking fee at the Griffith Observatory parking lot, on West and East observatory Roads, and along Western Canyon Road, and;
8. Authorize RAP's Chief Accounting Employee to create the appropriate account(s) (to be determined) to record the financial transaction for this fee.

### SUMMARY

Griffith Park is one of the largest municipal parks in the nation, approximately 4,300 acres in size. The Park was established in 1896 by the donation of private land owned by Colonel Griffith J. Griffith to the City of Los Angeles and is under the jurisdiction of RAP. RAP is currently proposing the development of a Griffith Observatory Circulation and Parking Enhancement Plan (CPEP). RAP retained the following project consultants:

- 1) Cale America, Inc. is the contractor for the overall Project.
- 2) Dixon Resources Unlimited (DIXON), a parking and transportation consultant, was retained by Cale America, Inc. to manage the Project implementation.
- 3) Iteris, Inc., a traffic engineering firm, was also retained by Cale America, Inc. to perform the traffic and circulation impact analysis for the potential road configuration changes.
- 4) Amec Foster Wheeler plc, an environmental engineering company, was retained by Cale America, Inc. to conduct the California Environmental Quality Act (CEQA) analysis and prepare the Initial Study/Mitigated Negative Declaration (IS/MND).
- 5) Pictoform was retained by Cale America, Inc. to prepare wayfinding and parking/transportation branding plans.

In recent years, Griffith Park has become an increasingly popular destination for tourists and locals alike. Whether to visit the Griffith Observatory, to admire the spectacular vistas of the City and the Hollywood Sign, or to experience the multitude of hiking trails, the impacts on Griffith Park have been significant. The result of the increased visitation on a near daily basis has impacted traffic congestion, increased parking demand, and created safety concerns for visitors, bicyclists and pedestrians. The traffic congestion and parking issues have filtered into the surrounding neighborhoods, making it difficult for residents to come and go from their homes. Given the issues and concerns, significant changes must take place to ensure the future safety and efficiency of Griffith Park.

The proposed CPEP includes the monetization of parking near the Griffith Observatory, the introduction of a shuttle circulator system for visitors to more efficiently navigate the park, the reconfiguration of the current traffic circulation pattern, and an overall enhancement to the wayfinding and signage throughout the park. The objective of the CPEP is to lessen the traffic impact within the Park, make it easier to navigate, and encourage public multi-modal accessibility. Protecting the natural environment and urban wilderness identity by using transportation alternatives, including the potential expansion of shuttle services, is aligned with the Vision for Griffith Park (Board Report No. 13-307). It is in the public interest to make access to Griffith Park as equitable and accessible for all community members, visitors, and tourists alike. Expanding DASH and shuttle services to the Griffith Observatory and Griffith Park in



## BOARD REPORT

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general is complimentary to the Mayor's goals toward a sustainable City. Reducing cars by offering alternative modes of transit is the focal point of the CPEP.

All parking revenues will be used to support Griffith Park. Primarily, revenues will be steered towards shuttling and traffic improvements; however, revenues may also be used to increase Park Ranger security, hire a park biologist, increase maintenance staffing, provide infrastructure repairs, improve motorist directional signs, and expand traffic control staff to support the program.

The park and shuttle idea is well received by large cities throughout the world. In the United States, the National Park Service has published a Congestion Management Tool Kit (March 2014) that focuses solely on traffic mitigation, parking and shuttling. Portland Oregon's Washington Park has a parking and shuttle program that closely parallels RAP's intent with the CPEP.

RAP has involved key stakeholders and community engagement throughout the development of the CPEP. Beginning in December 2015, the outreach plan was expanded to include presentation to the Griffith Park Advisory Board (GPAB), Council District 4, as well as two Town Hall Community Meetings.

The MND was published in the Los Angeles Times on January 21, 2016 and the review ended March 11, 2016. The stakeholder/community feedback and MND public commentary has been received and extensively reviewed and resulted in some adjustments to the CPEP, including the removal of the proposed Mt. Hollywood viewpoint shuttle service and the expansion of convenient transportation alternatives for visitors that include the Metro Red Line and DASH.

Highlights of the CPEP include:

### **Monetization of parking**

1. Implement a pay-to-park fee of \$4.00 per hour at the Griffith Observatory parking lot, on West and East Observatory Roads and along Western Canyon Road.
2. Install solar-powered pay stations at the Griffith Observatory parking lot, on West and East Observatory Roads and along Western Canyon Road.
3. Implement a pay-by-phone service to be integrated with all pay stations.

### **Roadway configuration changes**

1. Eliminate two-way traffic from the Observatory Loop on East & West Observatory Road.
2. Reconfigure West Observatory Road as a one-way traffic flow towards the Griffith Observatory, with angled-parking on the sidewalk side of the road.

## BOARD REPORT

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3. Create a one-way traffic loop by opening access on East Observatory Road to one-way traffic from the Observatory towards Vermont Canyon Road with angled-parking on the hill side of the road.

### **Shuttle/DASH Service**

1. Utilizing funds generated through the monetization of parking to support a DASH Bus to transport park visitors from the MTA Red Line Station at Sunset and Vermont to the Griffith Observatory.
2. Implement a traffic control plan that proactively manages vehicle access to the Observatory Loop in order to ensure more direct, fast and efficient access for DASH Bus services.
3. Enhance the passenger pick up location and signage near the Greek Theater parking lot to encourage a park & ride model.
4. Expand the current weekend DASH Bus service schedule to seven (7) days a week from the Sunset Vermont Red Line to the Griffith Observatory.

### **Wayfinding and branding**

1. Implement new and updated wayfinding signage throughout the immediate project area.
  - a. Provide links to alternate and public transportation services.
2. Re-launch the Griffith Park website to promote awareness and transportation alternatives for visitors.

The first implementation phase will also include the installation of integrated traffic counting technology that will allow Park staff to manage vehicle access to the Griffith Observatory loop to ensure the effectiveness of the DASH Bus service to the Griffith Observatory. The next implementation phase will include the redesign of the roadway configuration and the implementation of paid parking near and around the Griffith Observatory. The intent is to have this phase of the CPEP installed and operational in time for the 2016 Thanksgiving and winter breaks.

All other implementation phases will be incrementally added as traffic mitigation measures along Los Feliz Boulevard are implemented. The IS/MND will have detailed information on the proposed traffic mitigation measures.

### **TREES AND SHADE:**

There will be no impact to trees or shade within the project area.

## BOARD REPORT

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### CEQA CLEARANCE

In accordance with the requirements of the California Environmental Quality Act (CEQA), a IS/MND was prepared for the project. The IS/MND analyzes all potentially significant environmental effects and imposes mitigation so that all potentially significant effects are mitigated to a less than significant level. The IS/MND was circulate to all interested parties and responsible agencies for a fifty (50) day review and comments period from January 21, 2016 to March 11, 2016. During this public review period a total of seventy (70) e-mails and/or letters with comments on the IS/MND were received. All comments have been addressed and incorporated into the final IS/MND for the Board's review and consideration. The comments resulted in minor changes in the IS/MND, and these changes have been shown in the various sections of the final IS/MND. A Mitigation Monitoring and Reporting Program has been prepared that specifies all mitigation measures identified in the IS/MND, which will either eliminate or reduce the potentially significant environmental impacts of the project to a level less than significant, in accordance with Section 15097 of the State CEQA Guidelines. The mitigation measures included in the IS/MND and Mitigation Monitoring Reporting Program will be implemented prior to and during construction, as applicable, to mitigate impacts. Long term mitigation measures are noted in the Mitigation Monitoring and Reporting Program (see Attachment 2).

### FISCAL IMPACT STATEMENT

The long term goal of the CPEP is to be self-sustaining. There will be an initial expenditure of \$300,000.00 to redesign roadway, purchase the hardware and technology necessary to monetize the parking areas; however, it is estimated that the annual revenue will be approximately \$1.5 million dollars.

This Report was prepared by Joe Salaices, Superintendent, Griffith Region.

### LIST OF ATTACHMENTS

- 1) Initial Study mitigated Negative Declaration (IS/MND)
- 2) Mitigation Monitoring and Reporting Program
- 3) Responses to IS/MND Comments
- 4) Letter of Support from Metropolitan Transportation Authority
- 5) Letter of Support from Hollywood United Neighborhood Council
- 6) Letter of Support from Los Angeles Department of Transportation
- 7) Letter of Support from the Los Angeles Fire Department
- 8) Letter of Support from the Hollywood Chamber of Commerce
- 9) Letter of Support from Lake Hollywood Homeowners Association
- 10) Letter of Support from The Hollywood Sign Trust
- 11) Letter of Support from Los Feliz Neighborhood Council

## FINAL INITIAL STUDY & MITIGATED NEGATIVE DECLARATION



City of Los Angeles  
Department of Recreation  
and Parks  
P.O. Box 86328  
Los Angeles, CA 90086-0328

### ENVIRONMENTAL CHECKLIST

Project	Griffith Park, City of Los Angeles, CA
Location:	Griffith Park, City of Los Angeles, CA
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<b>Project Title</b>	<b>Griffith Observatory Circulation and Parking Enhancement Plan</b>
Lead Agency Name and Address	Los Angeles Department of Recreation and Parks 221 N Figueroa Street Los Angeles, CA 90012
Contact Person	Joe Salaiques, Superintendent Griffith Region, Los Angeles DPR 4800 Griffith Park Drive Los Angeles, CA 90027
Phone No.	(323) 661-9465
Project Location	The project area is within Griffith Park and the Los Feliz area of the City of Los Angeles roughly bounded by Mt. Hollywood to the north, Roosevelt Golf Course the east, Los Feliz Boulevard to the south, and Fern Dell Drive to the west.
Project Sponsor's Name	Department of Recreation and Parks City of Los Angeles
Address	P.O. Box 86328 Los Angeles, CA 90086-0328
Zoning	OS – Open Space
General Plan	Open Space
Other Public Agencies whose will review the document for consistency	Los Angeles Fire Department (LAFD)

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## 1 INTRODUCTION

This Initial Study and Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the California Environmental Quality Act (CEQA) and State Guidelines for Implementation of CEQA. It serves as the environmental document for the proposed Griffith Observatory Circulation Enhancement Plan (project). The primary intent of this document is to (1) determine whether project implementation would result in potentially significant or significant impacts to the environment; and (2) to incorporate mitigation measures into the project design, as necessary, to eliminate the project's potentially significant or significant project impacts or reduce them to a less than significant level.

In accordance with CEQA, projects that have potential to result in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, must undergo analysis to disclose the potential significant effects. The provisions of CEQA apply to California governmental agencies at all levels, including local agencies, regional agencies, State agencies, boards, commissions, and special districts. CEQA requires that an IS be prepared for a discretionary project such as the Griffith Observatory Circulation Enhancement Plan to determine the range of potential environmental impacts of that project and define the scope of the environment review document. As specified in the CEQA Guidelines Section 15064(f), the lead agency may prepare a MND if, in the course of the IS analysis, if it is recognized that the project may have a significant impact on the environment, but that implementing specific mitigation measures (i.e., incorporating revisions into the project) would reduce any potentially significant impacts to a less than significant level. As the lead agency for the proposed project, City of Los Angeles (City) Department of Recreation and Parks (DRP) has the principal responsibility for conducting the CEQA environmental review to analyze the potential environmental effects associated with project implementation. During the review process, it was determined that potential impacts would be reduced to less than significant with the implementation of mitigation measures. The lead agency has incorporated mitigation measures to reduce or eliminate any potentially significant project-related impacts. Therefore, an MND has been prepared for the proposed project.

**Responses to Initial Public Concerns:** Substantial public comments were received on the Draft IS/MND, primarily related to creation of a formal Hollywood Sign view point and provision of shuttle service on Mt. Hollywood Drive, as well as regarding traffic congestion in and around Griffith Park. Public meetings were held on Wednesday, January 20, 2016 at the Friendship Auditorium located at 3201 Riverside Drive, Los Angeles, CA 90027, which had approximately 200 attendees, and Wednesday, March 9, 2016 at the Chevy Chase Recreation Center, which had approximately 100 attendees. In response, DPR has implemented adjustments to the Project Description to address these concerns (e.g., eliminating Mt. Hollywood Drive shuttle service, and a slight alteration to traffic circulation pattern phasing). Such changes are more fully described in Section 2, *Project Description* below, along with adjustments in analysis within the IS/MND. Detailed responses to 70 public comment letters and emails are provided in Attachment 3, along with appropriate changes in the IS/MND to reflect required adjustments.



## 1.1 Project Background

Griffith Park is a 4,355-acre public park located in the northern area of the City adjacent to the Hollywood Hills, the City of Glendale, and the Los Feliz neighborhood of the City of Los Angeles. As the largest municipal park with urban wilderness area in the United States, Griffith Park is highly valued by the community for its amenities and close proximity to urban neighborhoods. The Park is also identified as an historic resource by the City. Griffith Park was established in 1896 in honor of Colonel Griffith J. Griffith who granted the majority of the property to the City for use as a public park. The Park has since been maintained by the City as “open space – rustic and available to all” with natural chaparral-covered terrain, landscaped parkland, and picnic areas (LA DRP 2008).

The Park provides a wide range of public amenities and attractions, including the Autry Museum of the American West, the Greek Theatre, the Griffith Park & Southern Railroad miniature train ride, the Travel Town Museum, the Los Angeles Zoo, the Los Angeles Equestrian Center, and Griffith Observatory. These facilities host special events throughout the year, such as concerts at the Greek Theatre, performances in the Park, and the Griffith Park Half Marathon. Views of the iconic Hollywood Sign and the skyline of Downtown Los Angeles are available from within the Park's boundary, a significant attraction for tourists. Additionally, the Park provides recreational amenities, such as trails, day use sites and picnic facilities, golf courses, tennis courts, swimming pools, ball fields, campgrounds, and horseback riding stables, and is a popular destination for recreational cyclists. This combination of recreation, events, and attractions draws over ten million visitors per year (LA DRP 2015).

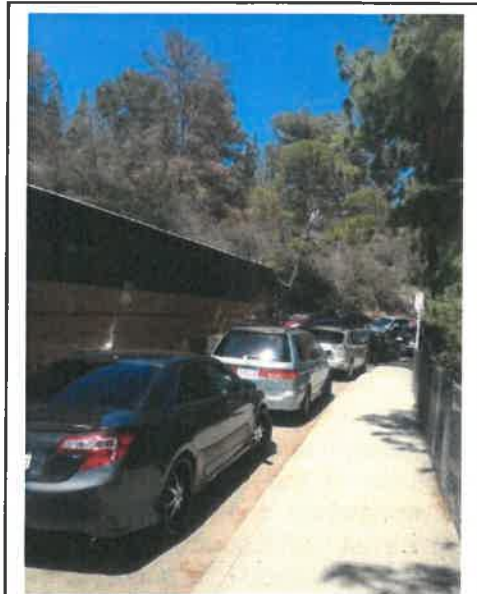
Public access to Griffith Park is available via private automobiles, public transportation, tour buses, and to cyclists and pedestrians. Regional access to the Park is provided via Interstate 5 and State Route 134 with arterial access off of Forest Lawn Drive on the north side of the Park and Los Feliz Boulevard to the south of the Park. Access into the Park is primarily through a system of local roads, collectors, and secondary roads, including Vermont Canyon Road and Fern Dell Drive. Due to the popularity of the Park, the limited number of access roads, narrow road widths, and limited access through residential neighborhoods, traffic congestion and conflicts between the different modes of transportation can occur. Congestion and conflicts are particularly severe along roads leading to Griffith Observatory, such as on West Observatory Road, Vermont Canyon Road, and Western Canyon Road.



Griffith Park is the largest park in the City of Los Angeles, providing over 4,300 acres of active and passive recreation opportunities, as well as attractions and special events.

In 2014, the City DRP approved *A Vision for Griffith Park, Urban Wilderness Identity (Vision)* as a tool to guide long-term Park management and use. The *Vision* was developed through the Griffith Park Working Group to ensure that new development reflects and preserves the natural qualities of the Park. The *Vision* contains goals for the Park's management and identifies specific projects for the Park, including proposed implementation of a remote parking system with shuttles for peak use and development of a comprehensive transportation system to provide multi-modal circulation within the Park, including maintaining the Park's interior paved roads in a manner that encourages use by pedestrians, runners, equestrians, and cyclists, as well as expanding public transit services to the Park.

The *Vision* also states that the Park should remain a distinct entity from the City of Los Angeles so that the wilderness and nature within the Park will continue to contrast to its urban surroundings. For example, commercialized advertisements on its permanent installations would be inappropriate under the *Vision*. Park development would also maximize energy efficiency and minimize pollution, especially with regard to automobile access and congestion.



Roads leading to Griffith Observatory can be severely congested with traffic. Personally-owned vehicles park along both sides of the roadway, leaving a narrow passage for two-way traffic and creating congestion for buses, shuttles and cyclists.

## 1.2 Project Goals and Objectives

Consistent with the Griffith Park *Vision*, the proposed project has the following objectives:

1. Mitigate the traffic and congestion at Griffith Observatory and along the surrounding roads by developing a comprehensive transportation system that provides circulation within vicinity of Griffith Observatory.
2. Improve multi-modal accessibility for parking and transportation to Griffith Observatory, while protecting the natural environment and urban wilderness identity.
3. Improve traffic flow around Griffith Observatory.
4. Provide improved multi-modal visitor access into the Park and minimize congestion on roads leading into the Park.
5. Coordinate with Los Angeles Department of Transportation (LADOT) and Metropolitan Transit Authority (MTA) to improve DASH and METRO service to Griffith Park to reduce neighborhood and Park road traffic congestion.
6. Facilitate public access to Griffith Observatory via a free or low cost shuttle system with remote parking, by diverting visitors to surface lots at the base of the Park through the implementation of paid parking at the Observatory and adjacent roads.
7. Develop maps and signage that facilitate improved circulation and are consistent with the Park's urban wilderness identity.

## 1.3 Project Location and Setting

### 1.3.1 Location

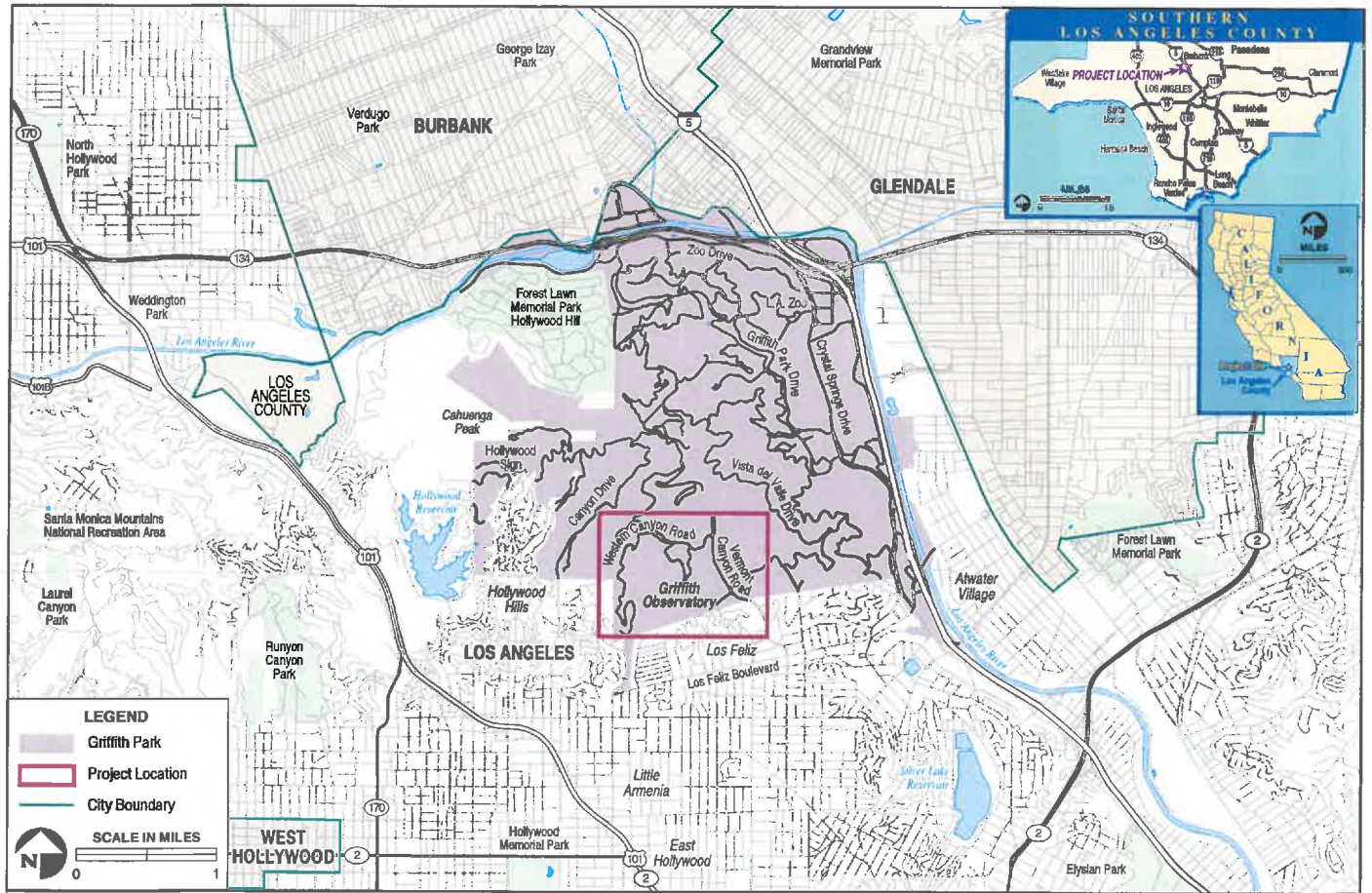
The project is located within the southern portion of Griffith Park addressed as 4730 Crystal Springs Drive in the City of Los Angeles, approximately 4 miles northwest of downtown. Griffith Park lies west of Interstate 5 (I-5), roughly between Los Feliz Boulevard to the south and State Route 134 (SR-134) to the north. The project area is located within the southern portions of Griffith Park roughly bounded by Western Canyon to the west, Vermont Canyon to the east, Mt. Hollywood Drive to the north, and the Park boundary and Los Feliz Boulevard to the south. The freeway off-ramp that most directly leads to the project area from I-5 is Los Feliz Boulevard.

### 1.3.2 Land Use

The project area is designated and zoned as Open Space by the City. The Open Space land use designation and zoning district is intended to protect and preserve natural resources and natural features of the environment, to provide outdoor recreation opportunities, and to enhance environmental quality. Major land uses within the project area include the Greek Theatre, Roosevelt Golf Course, Vermont Canyon Tennis Courts, and Griffith Observatory, as well as the nearby Hollywood Hills and Los Feliz residential communities outside the Park boundary (Figures 1 and 2).

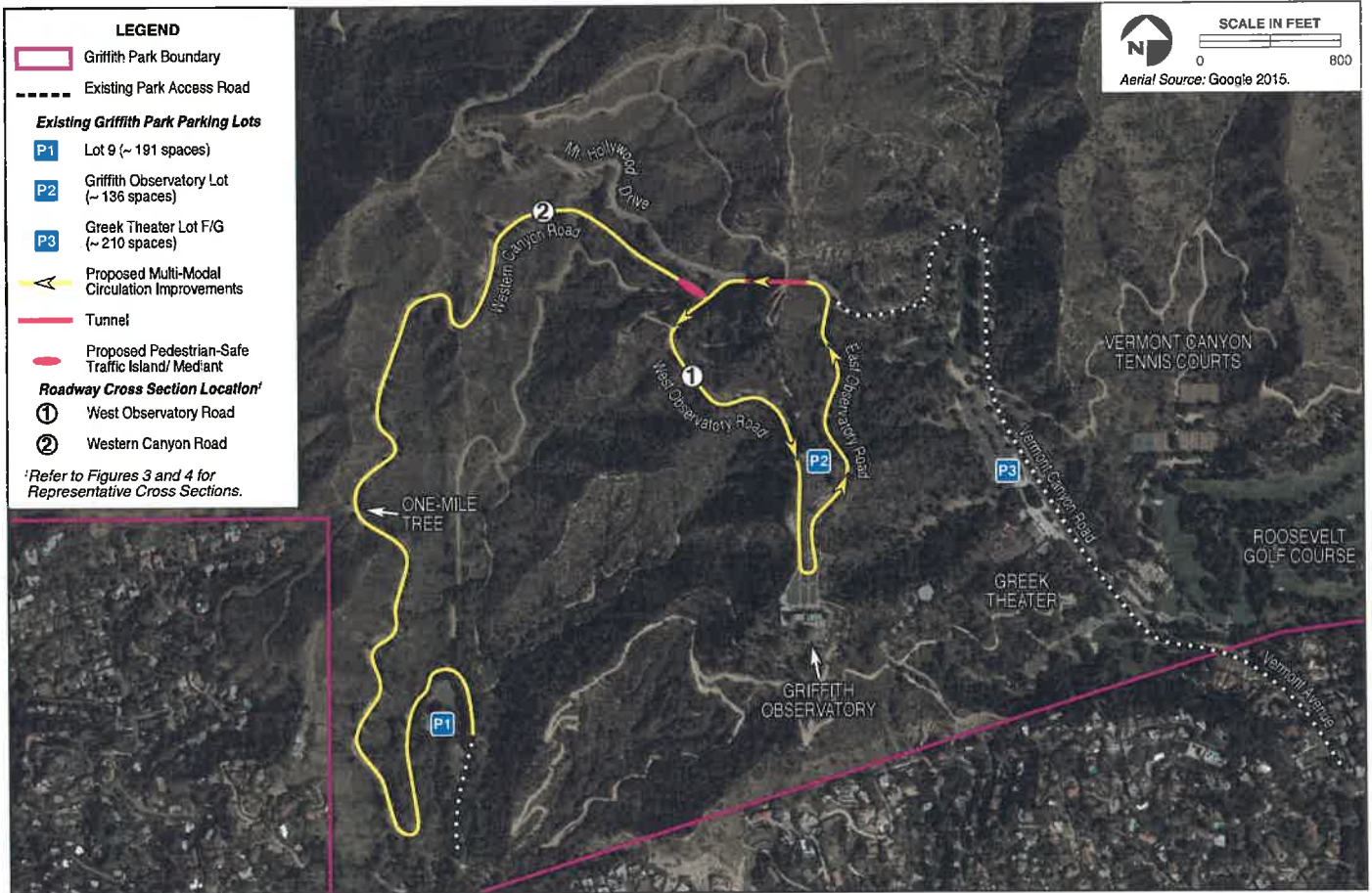
The Greek Theatre is located at the bottom of Vermont Canyon with access off of Vermont Canyon Road. It hosts approximately 60 to 75 concerts per year and has the ability to host over 5,500 guests during the spring through fall season, though does not always fill to this capacity. Special events typically occur on weekend evenings, however also may occur at any time throughout the week. The Vermont Canyon Tennis Courts and Roosevelt Golf Course are also located in Vermont Canyon proximate to the Greek Theatre and provide recreation facilities for hundreds of users daily. Griffith Observatory lies on the southern edge of a south facing mountain ridge overlooking the Los Angeles basin and hosts approximately 1.3 million visitors annually, including many who come to just enjoy the panoramic view. On a busy Saturday over 20,000 individuals are estimated to visit the Park, which does not include visitation of the Zoo, that on its own can see 10,000-15,000 visitors on a busy day (LA DRP 2015).

For visitors, Griffith Observatory is accessed from Western Canyon Road on the western slope of the mountain ridge that is further connected to both Western Canyon Road to the west and Vermont Canyon Road via the Griffith Park tunnel. Western Canyon Road and Vermont Canyon Road are roadways that lead to Griffith Observatory, traverse adjacent canyons and connect to Los Feliz Boulevard beyond the southern border of the Park. For Park staff, Griffith Observatory is accessed primarily via East Observatory Road that intersects with Vermont Canyon Road on the eastern side of the mountain ridge.



Project Vicinity

**FIGURE 1**



Proposed Project Improvements

**FIGURE 2**

### 1.3.3 Existing Roads and Parking

The project area primarily includes existing road corridors and parking lots within the southern portion of Griffith Park. Terrain in the project area encompasses a series of steep ridgelines and canyons, with Griffith Observatory ridgeline rising to 1,134 feet above sea level. As a result, the system of older historic access roads are often steep, winding, and narrow with limited shoulders for public parking and few locations for pull-outs and turnarounds. As depicted on Figure 2, key roads within the project area include:

- Western Canyon Road: a 1.4-mile portion of the collector roadway to the west of Griffith Observatory that connects Fern Dell Drive at Los Feliz Boulevard with West Observatory Road.
- Mt. Hollywood Drive: a 0.2-mile segment of roadway within the Park connecting Western Canyon Road with Vermont Canyon Road through a tunnel; beyond this segment, Mt. Hollywood Drive is closed to private vehicles and is used for bicycles and pedestrians north from West Observatory Road to reach trailheads and viewpoints.
- West Observatory Road: a 0.4-mile local road providing access and parking to Griffith Observatory.
- East Observatory Road: a 0.4-mile local road currently closed to the public, with access limited to buses, shuttles, and authorized maintenance vehicles; East Observatory Road is also used for employee parking.
- Vermont Canyon Road: a 0.5-mile portion of the secondary roadway to the east of Griffith Observatory connecting North Vermont Avenue from Los Feliz Boulevard with Mt. Hollywood Drive; this roadway also provides access to the Greek Theatre, Roosevelt Golf Course, and Vermont Canyon Tennis Courts

Currently, personally-owned vehicles have full access along Vermont Canyon, West Observatory, and Western Canyon Roads, although these roads are sometimes closed or have limited access due to congestion; East Observatory Road is closed to personally owned vehicles. The curve that connects West and East Observatory Roads was designed as a two lane, bi-directional road, however has been barricaded for recent years and its closed condition is thus considered the existing condition. For at least 20 years, Park gates have been closed at Western Canyon Road at sundown every night prohibiting cars from traveling up to the Observatory, though this closure is not codified.

Griffith Park does not currently have a complete system of sidewalks and bike lanes along its major roads. Fully developed sidewalks are generally confined to areas near major facilities, such as the Greek Theatre and Griffith Observatory. However, most roadways in the project area support rustic pathways along one side of the road, separated from traffic by a curb. No designated bike lanes exist within the project area and cyclists share the travel lanes with motor vehicles.

**Table 1-1 Existing Characteristics of Project Area Roadways**

Street Name	Average Road Width	Characteristics	Parking
Western Canyon Road (which becomes Fern Dell Drive outside of the Park boundary)	30' with 4' dirt shoulders	Two lane, two-way road	Parallel parking on dirt shoulders
Upper Vermont Canyon Road	35' with intermittent 4' dirt shoulder on up-slope side	Two lane, two-way road	Limited parking on intermittent dirt shoulder

Street Name	Average Road Width	Characteristics	Parking
Lower Vermont Canyon Road	75' with 5' pedestrian sidewalk	Four lane, two-way road: one downhill lane, two uphill lanes, one middle buffer/turning lane, angled parking on one side	Paved, angled parking on uphill lane side of roadway
West Observatory Road	35' with 2' dirt shoulder on up-slope side	Two lane, two-way road	Parallel parking on portions of paved down-slope and up-slope sides
East Observatory Road	35' with 4' dirt shoulder on up-slope side	Two lane, two-way road; closed to public	Parallel parking on paved down-slope and portions of up-slope dirt shoulder
Mt. Hollywood Drive (through tunnel)	20' with little to no shoulder, and concrete walls on either side	One lane, two-way road	No public parking

The public also has access to the project area via tour buses or public transit service that is primarily limited to drop offs along the perimeter of the Park.<sup>1</sup> The Los Angeles DASH bus, which is capable of carrying bikes and runs on compressed natural gas (CNG), operates every Saturday and Sunday, except holidays, between 10:00 a.m. and 10:00 p.m. and stops in front of Griffith Observatory along the horseshoe driveway and at the Greek Theatre bus stop approximately every 35 minutes. DASH buses can carry approximately 29 seated passengers and 14 standees. The Los Angeles Department of Transportation (LADOT) DASH connects the project area with the Vermont/Sunset Redline Station that provides a transfer point for regional services provided by LADOT and the Metropolitan Transit Authority (MTA). One-way trips from the Vermont/Sunset METRO station to the Observatory can take approximately 15 minutes without any traffic, and up to 30 minutes with traffic. During special events and some holidays, DASH provides additional services in the project area. DASH is currently working to provide an express route to improve service along this route. In 2015, the DRP briefly operated the Hollywood Sign Shuttle every Saturday and Sunday, from 10:00 a.m. to 2:00 p.m., and on selected holidays for a fee of \$7.00. The Hollywood Sign Shuttle was a 21-person vehicle that transported visitors from the Greek Theatre parking lots to the Hollywood Sign Viewing Area on Mt. Hollywood Drive and to Griffith Observatory.

Parking within the project area includes several developed public parking lots, as well as developed and informal on-road and road shoulder parking (Table 1-2). Public parking lots in the project area are primarily confined to areas served by Vermont Canyon Road near the Greek Theatre or Fern Dell Canyon/Western Canyon Road in the lower reaches of the Park. The Griffith Observatory parking lot is the only developed parking lot in scenic higher elevations of the Park, with parking along the ridgelines and hilltops confined to limited on-road or road shoulder



<sup>1</sup> Higher levels of transit service are provided into the Park during special events and peak seasons.

parking. The lack of developed parking in the Park's steep scenic upper elevation areas creates high demand for limited parking with associated congestion.

**Table 1-2 Existing Parking Facilities**

Parking Location	Capacity
Section 9 Lot	191 <sup>a</sup>
Griffith Observatory Lot (Reserved Parking Lot)	36 <sup>b</sup>
Griffith Observatory Lot (Public Parking Lot)	100 <sup>b</sup>
Lot F (Greek Theatre Lot)	40 <sup>c</sup>
Lot G (Greek Theatre Lot)	170 <sup>c</sup>
Mt. Hollywood Drive	12 <sup>d</sup>
North Vermont Avenue/Vermont Canyon Road Angled Parking	180 <sup>a</sup>
West & East Observatory Road	151 <sup>d</sup>
Western Canyon Road	337 <sup>d</sup>

<sup>a</sup>Total parking spaces estimated based on aerial photography (Google 2015)

<sup>b</sup>Griffith Observatory Input to Griffith Park Traffic Planning

<sup>c</sup>2014 Greek Theatre Traffic Operations Program

<sup>d</sup>2015 Iteris Traffic Study (Attachment 1)

Griffith Park is a cycling destination, with cyclists accessing the Park from surrounding roadways or parking in remote lots (e.g., Greek Theatre) to access the steep and scenic Park road and trail systems. However, quantified data is not available regarding the average numbers of cyclists using the Park or the split between those that ride or drive to the Park.

Public trails traverse the Park with trailheads distributed along Park roads and near parking areas. The trail system of Griffith Park is extensive, and extends along canyons and ridgelines throughout the project area. There are over 50 miles of trails in Griffith Park. Upper East and Lower West Observatory Trail connects the lower parts of Western Canyon Road and lead up towards Griffith Observatory. West Trail starts near the Section 9 parking lot, and heads up Western Canyon Road to the West Observatory Road/Western Canyon Road junction, then continues further onto the ridge, over the road tunnel, and toward the Mt. Hollywood Summit. Boy Scout Trail leads up the eastern side of the ridge from the lower parts of Vermont Canyon Road to Griffith Observatory. Existing trails are more heavily travelled in the immediate vicinity of the project area than other areas of the Park. Mt. Hollywood Drive, which is closed to personally-owned vehicles, provides access to the interior trails and views of the Hollywood Sign, the Los Angeles skyline and expansive wilderness.



The Griffith Observatory is popular for its panoramic views of Los Angeles and provides a parking lot with 100 public spaces.



The Greek Theatre hosts approximately 60-75 events annually, and is served by two parking lots and angled parking along Vermont Canyon Road.



### 1.3.4 Surrounding Land Uses



Many visitors use the existing parking and shoulder parallel parking to access the Griffith Park trail systems, such as the West Trail.

The project area is primarily surrounded by the open space and wilderness areas of Griffith Park. Activities in the surrounding area include horseback riding, hiking, theater and the arts, golfing, cycling, and natural habitat areas. Additionally, active use areas in the Vermont Canyon area of Griffith Park include the Bird Sanctuary and nature trail (northeast), the Greek Theatre and Roosevelt Golf Course (east), and Fern Dell Trails Café. Steep hills and ridgelines compose much of the rest of the area.

Land uses to the west and east of the project area outside the Park boundaries are urbanized and include low density, single-family, and multi-family residences. Medium and low density housing is located in the Hollywood Hills neighborhood to the southwest and in the Los Feliz neighborhood to the southeast. Access to the project area is achieved through two established neighborhoods along Vermont Canyon and Western Canyon Roads. Scattered industrial buildings are located further away from the Park boundary.

## 2 PROJECT DESCRIPTION

The proposed project would involve roadway and parking lot improvements to enhance circulation in the vicinity of Griffith Observatory. There are three primary components to the proposed project: (1) constructing physical improvements to roadways and parking areas to improve multi-modal circulation in the vicinity of Griffith Observatory; (2) installation of pay stations to permit charging of storage for vehicles in the Observatory Parking Lot, along East and West Observatory Roads, and the upper portions of Western Canyon Road, and (3) introducing a free or low cost shuttle system and improvements to existing and historically used public transit services around Griffith Observatory to Park visitors to improve public access, supported by the implementation of specified metered parking locations.

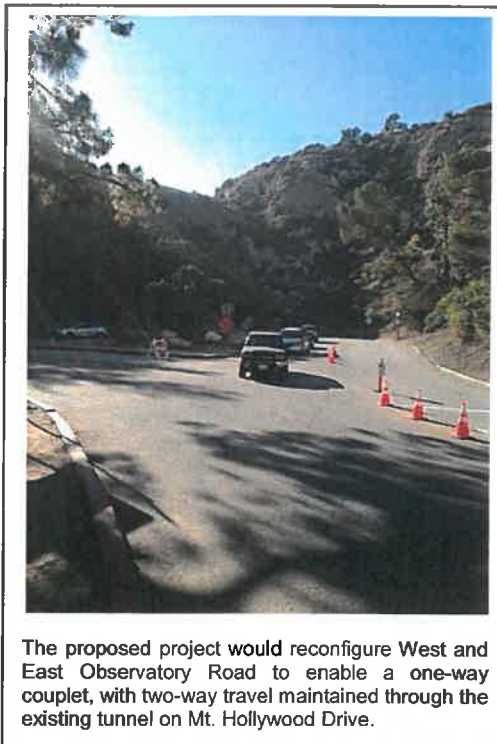
Immediate changes would include enhancement of existing and historically used City public transit services such as DASH and METRO, in addition to modifying West Observatory Road and East Observatory Road into a one-way loop, and installation of solar-powered pay stations. Griffith Observatory shuttle services and changes to Western Canyon Road would not be implemented until a later date, upon completion of traffic flow improvements along Los Feliz Boulevard outside of Los Angeles DRP jurisdiction.

## 2.1 Physical Circulation Modifications

The proposed project would involve restriping of existing roadways to change West Observatory Road and East Observatory Road from two-lane/two-way roadways to one-lane/one-way roadways. The restriping would involve angled parking along the down-slope side of the road, along with provisions for safe bicycle travel along the access roads, including “sharrow” markings on project roads and within the Griffith Park tunnel.

Over the long term, once traffic mitigation measures are implemented to Los Feliz Boulevard outside of Los Angeles DRP jurisdiction, Western Canyon Road would be modified through installation of a pedestrian-safe median island at the West Observatory Road intersection and changes to indicate marked parallel parking on the up-slope side adjacent to the realigned uphill and downhill lanes. Also over the long term, Western Canyon Road would provide exclusive inbound uphill shuttle, bicycle, and emergency vehicle access, and inclusive downhill access for all vehicles.

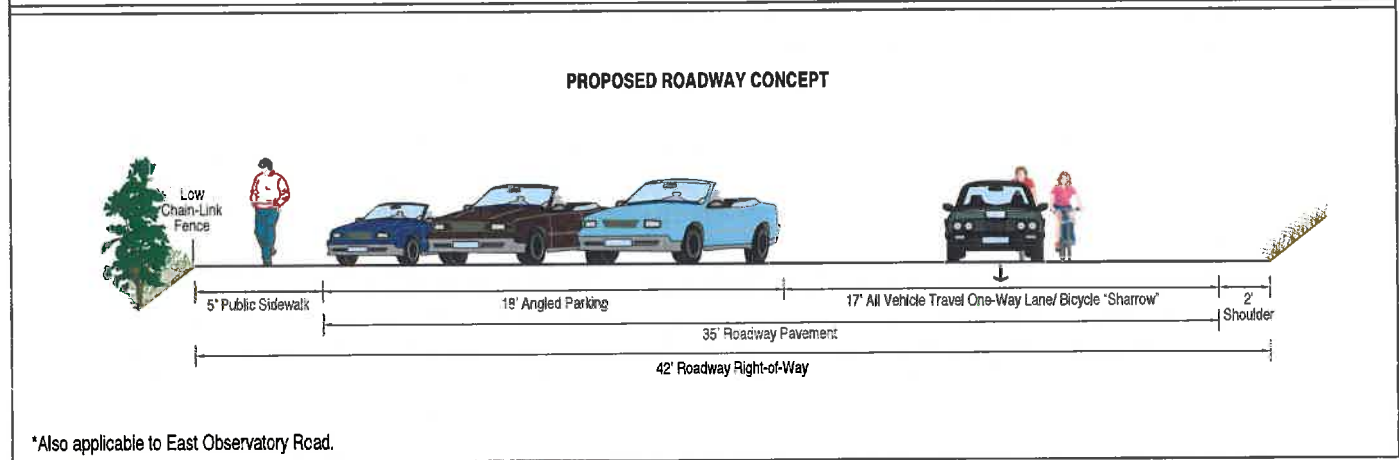
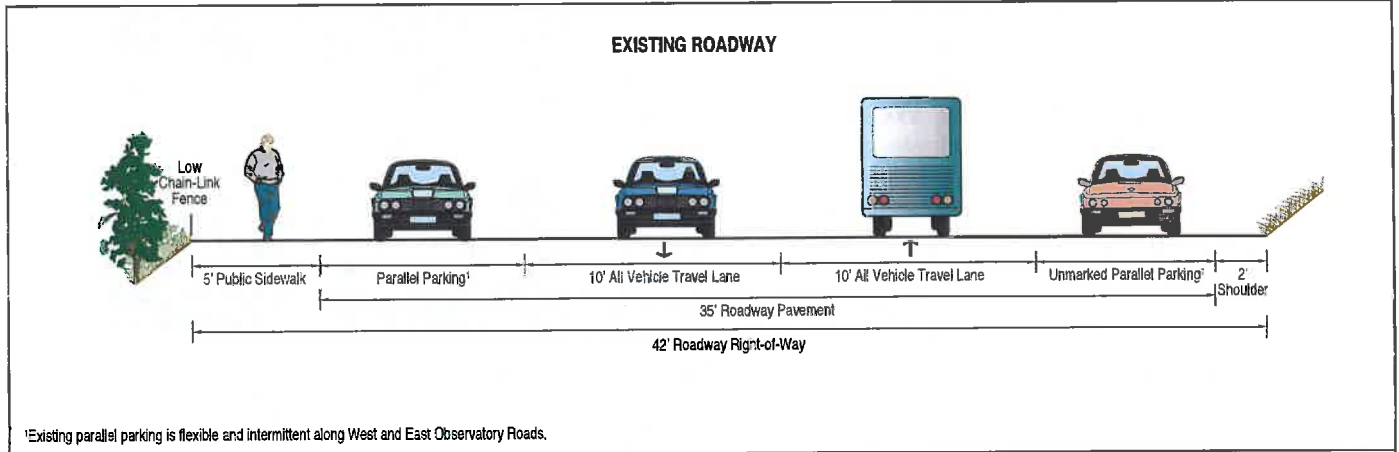
Project improvements would be confined to the existing road right-of-way and would not include any re-grading, expansion, realignment, tree removal, or substantial construction. Details concerning each proposed modification are described below.



### 2.1.1 Conversion of West Observatory and East Observatory Roads to a One-Way Couplet

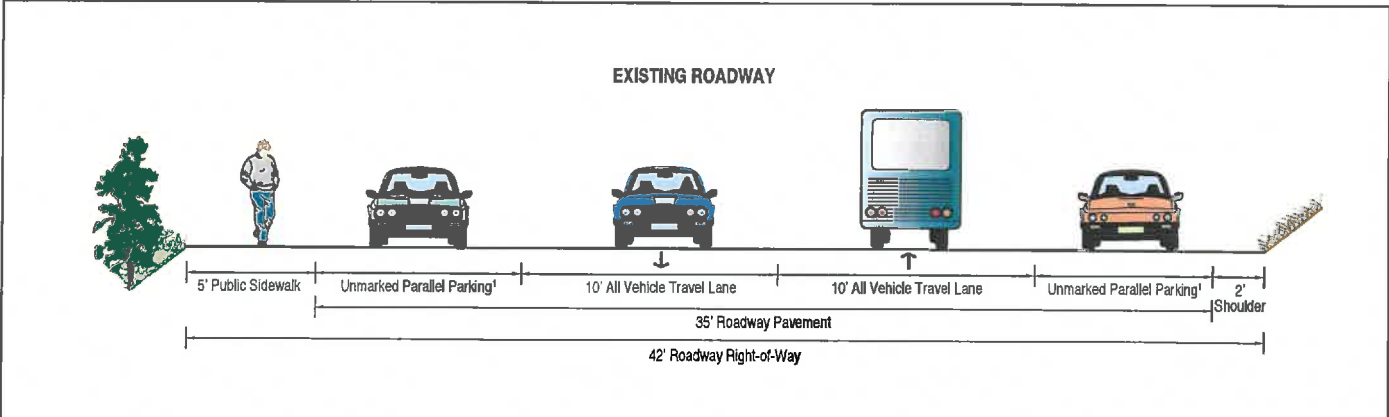
The project would immediately convert West Observatory Road and East Observatory Road to a one-way couplet from the junction of these roads with Vermont Canyon Road on the east and Western Canyon Road to the west; these roads would be modified from two-way to one-way to provide a counter-clockwise traffic flow system with West Observatory Road carrying traffic inbound to Griffith Observatory, and East Observatory Road carrying outbound traffic back to Vermont Canyon Road or Mt. Hollywood Drive. This 0.8 mile long, one-way loop would extend from the intersection of Western Canyon Road to Griffith Observatory around to the intersection of East Observatory Road and Mt. Hollywood Drive. Both roads would be designed as follows (Figure 4):

1. Install one 17-foot wide paved vehicle travel lane to carry automobiles, shuttles, and buses on the inside of the loop on both East and West Observatory Roads, with painted stencils and signs to indicate sharing the lane with bicycles (a ‘sharrow’ lane). The remaining 18 feet of paved surface reserved for 30° angled parking, 21-foot stall depth, 9-foot wide stalls (LADBS 2014), bordering the existing 5-foot wide paved and natural surface trail pedestrian walkways on the down-slope side of the road. The 2-foot wide dirt shoulder against the up-slope side of the road and the fence against the down-slope side next to the pedestrian lane would remain.
2. The Griffith Park tunnel would remain a two-way road and include ‘sharrow’ markings for bicycle awareness through the tunnel.

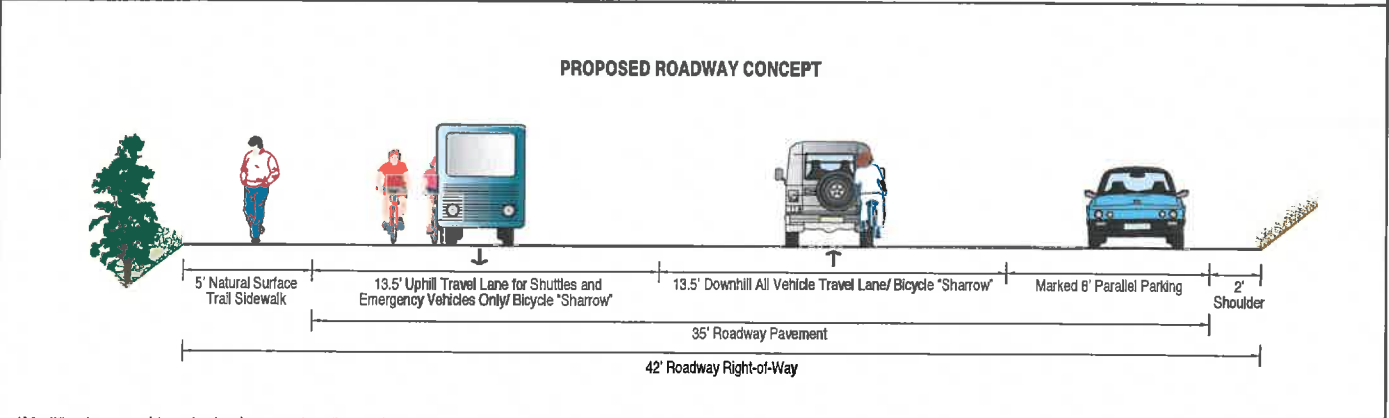


**West Observatory Road\* Cross Sections**

**FIGURE  
3**



\*Existing parallel parking is flexible and intermittent along Western Canyon Road.



\*Modifications would not be implemented until completion of improvements to Los Feliz Boulevard.



**Western Canyon Road Cross Sections\***

**FIGURE  
4**

### 2.1.2 Western Canyon Road Access Modifications

Western Canyon Road would continue to be operated as a two-way road for the foreseeable future. Over the short term, minor improvements to Western Canyon Road would include restriping and installation of signs to provide a 12-foot wide inbound uphill lane on the down-slope side, and a 13-foot wide outbound downhill lane on the up-slope side of the roadway, both open to all vehicle and bicycle access. Parking improvements would include delineation of marked, 8-foot wide, parallel parking spaces that would extend along the downhill, up-slope roadway edge from the



Over the long term, Western Canyon Road would be modified to indicate exclusive uphill shuttle access, downhill traffic for all vehicles, and marked parallel parking in the downhill direction.

West Observatory Road intersection to a major bend located approximately 0.5 miles down Western Canyon Road from its intersection with West Observatory Road, above One Mile Tree – a large oak tree located along this road; stalls would meet or exceed local code for parallel parking stalls. The parking spaces would be accompanied by pay stations, and no parking signs would be installed on both sides of the road from the switchback north of One Mile Tree down to the Section 9 parking lot.

Over the long term, the uphill canyon side lane would be converted to provide exclusive inbound access for vehicles such as shuttles, bicycles, and emergency access vehicles, with no inbound private vehicular access permitted. The downhill up-slope outbound lane would retain access for all vehicles. However, this operational arrangement would not be implemented until traffic mitigation measures have been installed on Los Feliz Boulevard and its connecting roads to reduce the impacts of changes in traffic patterns to adjacent neighborhoods. A system of semi-permanent traffic delineators would be installed to demarcate between the uphill and downhill lanes and channelize traffic. At the top of Western Canyon Road, approaching its intersection with West Observatory Road, a pedestrian-safe traffic median would be installed to direct the flow of traffic.

### 2.1.3 Mt. Hollywood Drive

Under the proposed project, Mt. Hollywood Drive would continue its operations unchanged. This road would continue to be operated as a rural road/pedestrian and bicycle trail with vehicular access limited to Park emergency and service traffic to respect the wilderness characteristics of more remote areas of the Park. Park Rangers would continue to be stationed at the Mt. Hollywood Drive gate or along the road to enforce public access restrictions (i.e., remain on designated trails) and no smoking restrictions. Habitat protection fencing would continue to be installed or repaired as required to protect sensitive resources, but no specific proposals for new walls or fencing are included in the project. A shuttle stop would be located at the base of Mt. Hollywood Drive near the Griffith Park tunnel on the existing public use roadway, which may be immediately integrated with increased DASH services or eventually installed with Loop Shuttle services as described within Section 2.2, to enable more encompassing hiker and cyclist accessibility to the area.

### 2.1.4 Solar Powered Pay Stations

Approximately 40 to 50 solar powered pay station terminals would be installed throughout the redesigned roadways, as divided in Table 2-1. Pay by space selection would be implemented, and the stations would be located near light posts for AC and readability. Pay station enforcement would begin in late morning at 11 a.m. and operate until 10:30 p.m. The pay stations would require a four square foot installation slot to securely mount into the existing right of way.

**Table 2-1 Pay Station Totals and Locations**

Number of Pay Station Terminals	Terminal Locations
4	Disabled Spaces
9	Main Observatory Lot
7-8	West Observatory Road
7-8	East Observatory Road
12-14	Western Canyon Road (before One Mile Tree) <sup>2</sup>
2-3	Reserved Lot
4	Fill in for additional locations

### 2.1.5 Parking

The proposed project would include changes to existing parking provisions within the Park. The proposed project would allocate 581 existing free public parking spaces to this program in three different parking lots, including the Section 9 parking lot in Fern Dell Canyon, Lots F and G adjacent to the Greek Theatre (which are generally free, except during events when parking spaces in these Lots are sold for a fee), as well as existing angled parking along Vermont Canyon Drive. In addition to this free public parking in the lower reaches of the Park, an estimated 150 metered parking spaces would be provided in higher elevation areas along West Observatory Road and East Observatory Road where space allows along the proposed one-way road system, as detailed in Section XVI, *Transportation/Traffic*. Parking would remain free along Western Canyon Road until future completion of Los Feliz Boulevard area traffic improvements. In addition, approximately 143 parking spaces at Griffith Observatory would be metered. Approximately 26 to 36 automated, solar powered pay stations that accept debit and credit cards as well as cash would be installed within the existing right-of-way along these roads, enforced until 11 p.m. Annual parking permits would be available for tour vans and buses. Proceeds from the metered parking would be used to fund and subsidize the proposed free or low cost shuttle service and the immediately increased services by City DASH and METRO, as described below and to support operations within Griffith Park.

After completion of traffic flow improvements (e.g., signal improvements) along the Los Feliz Boulevard area, as described within Section XVI, *Transportation/Traffic*, parking along Western Canyon Road would be improved through installation of an estimated 130 parking spaces, which would be marked along both sides of Western Canyon Road along with installation of an estimated 12-14 automated, solar powered pay stations. These parking improvements and associated revenues would be integrated into the program described above and coordinated with planned roadway improvements, as described in Section 2.1.2, and Loop Shuttle operations, as described in Section 2.2. Over the long term, these improvements would result in retention provisions of 581 free parking spaces in lower elevations of the Park and provision of 423 metered parking spaces in upper elevation areas with revenues dedicated to improving transit service and reducing Park congestion.

Parking spaces closest to Griffith Observatory would be restriped to provide ADA-accessible parking immediately adjacent to the Observatory. In addition, approximately 65 parking spaces near the Observatory would continue to be reserved for Griffith Park employees and Observatory executive parking, with the exception of peak dates during which employees would utilize lower elevation parking lots 9, F and G and ride shuttles to the observatory. Griffith Observatory will have the ability to issue parking permits to its employees, VIPs, and other designated visitors. Such permits would be provided via an access code to be entered into the pay station or a similar

<sup>2</sup> Over the long term, once traffic mitigation measures are implemented to Los Feliz Boulevard outside of Los Angeles DRP jurisdiction.

procedure which would recognize the person as an employee by their license plate. No RV, bus, or tour shuttle parking would be allowed in stalls, and no unmarked parking would be allowed along the upper roads.

#### **2.1.6 Pedestrian and Bicycle Access**

With implementation of West Observatory Road and East Observatory Road's transition to a one-way couplet, a pedestrian path would follow the entire inner loop to Griffith Observatory and would improve safety for pedestrians and cyclists currently utilizing the shoulders of the West and East Observatory Roads.

With implementation of West Observatory Road and East Observatory Road's transition to a one-way couplet, the proposed one-way road system of West and East Observatory Roads with metered angled parking would allow bicyclists and traffic to share the primary lane (a "sharrow" lane) (Figure 4). Signage would be implemented to indicate the presence of bicycle activity on the same road. A 5-foot wide natural surface walkway would be maintained for pedestrians along both East Observatory Road, in addition to an existing sidewalk along West Observatory Road with established fencing to prevent access to the downhill slopes. Posted speed limits would be reduced where appropriate to promote pedestrian and bicycle safety.

After Los Feliz Boulevard alterations are completed, shuttle stops would be located at key destinations along the one-way road system with frequent service during peak times to ease pedestrian access and use. Also, starting at the entrance to the Section 9 parking lot, Western Canyon Road's uphill lane would indicate a 'sharrow' lane with bicycles for the 1.4 mile stretch up to the intersection with West Observatory Road. The downhill lane would also indicate a similar 'sharrow' lane. A 5-foot wide natural surface walkway would be maintained for pedestrians along the downslope side for the length of marked parking. Lastly, crosswalks would be implemented for pedestrian access across a pedestrian-safe median at the top of Western Canyon Road (Figure 4).

All roads would be stenciled with bicycle 'sharrow' markings. Bikes traveling west to east would either need to complete the inner counter-clockwise one-way loop as vehicles must, or through the inside lane of the tunnel. The Mt. Hollywood Drive tunnel would continue providing two-way shared travel for shuttles, automobiles, and bicyclists.

## **2.2 Improved Regional and Internal Park Transit Services**

The proposed project would utilize revenue from pay stations to subsidize increased existing transit services to and within the Park. Initial project improvements would include increased DASH services, which would be updated to include services such as service to the Park seven days a week, as further described within Section 2.2.1, *Increased DASH and METRO Services*. Awareness of the Griffith Park Loop Shuttle and updated DASH services would be integrated via visible signage into the METRO system.

After completion of Los Feliz Boulevard area traffic improvements and modifications as described in Section 2.1.2 to Western Canyon Road are completed, the proposed project would provide an ADA approved, free to low cost shuttle service with bike racks for Park visitors via existing roads. The primary function of this "Loop Shuttle" would be to connect the lower-elevation parking lots with Griffith Observatory and the higher elevation trail access routes, reducing traffic congestion within the roads adjacent to Griffith Observatory. A minimum of four shuttle buses would be required for the "Loop Shuttle" to satisfy approximately 15 to 20 minute headway (waiting time) goals during current peak traffic conditions, as described below, though the quantity of shuttles to be owned and operated by LA DRP is currently undetermined.

### 2.2.1 Increased DASH and METRO Services

LA DRP has entered into tentative agreement with LA DOT in coordination with METRO to improve both regional transit access to the Park through METRO and DASH services, as well as internal transit access within the Park, along with longer term proposals for an internal Park shuttle bus system to further improve transit and reduce congestion as described within Section 2.2.2.

Initially, improved public access to and awareness of public transit services to the Greek Theatre, Griffith Observatory, and other potential upper elevation destinations in the Park such as at the base of Mt. Hollywood Drive, would be provided in conjunction with LA DOT transit operations. Parking program subsidies would allow DASH services to Griffith Park to be substantially increased to include weekday service, a major change from existing weekend-only service to seven-day services, and would increase the frequency of shuttles arriving at Griffith Observatory on weekends from approximately every 35 minutes to approaching every 15 to 20 minutes, dependent on traffic conditions that may increase or decrease this estimated frequency. Pursuant to the project's goals, the increase of public transit opportunities may eventually provide service beginning earlier in the day and provide additional buses to enhance frequency. LA DRP funding of DASH service to the Park would also provide additional shuttles to be added during peak seasons or special events above that currently offered during peak demand services. Lastly, Los Angeles METRO would be able to promote an official "Griffith Observatory" access stop in connection with the DASH service at the Vermont/Sunset Redline Station, as described below.

The DASH Griffith Observatory access route would continue to include the Greek Theatre bus stop during the week, as it currently does on weekends. The increased service would enable Greek Theatre event attendees to use the shuttle during weekday events, with the intent of decreasing neighborhood congestion. During evenings without performances when the Greek Theater parking lots are free, DASH services would be available to convey Griffith Observatory visitors in the evening between this free parking and the Observatory. Demand for weekday service would direct frequency and hours of operation, similar to the above frequency goal, to be posted on DASH, Griffith Observatory, LA DRP tourist websites, and appropriate tourism oriented organizations (e.g., Los Angeles Visitors Bureau, Hotel Association of Los Angeles, etc.), upon completion of an associated schedule. Additional shuttles enabled by pay station revenue would also help to increase DASH service frequency to the Griffith Observatory and Greek Theatre bus stops.

Increased awareness within METRO services via marketing and establishment of an official "Griffith Observatory" or "Griffith Park" access stop would be intended to attract local Los Angeles riders and recreational visitors that may travel from Hollywood, Universal Studios, or Downtown Los Angeles. Posters informing pedestrians of increased access to Griffith Observatory, in addition to a "Griffith Observatory" or "Griffith Park" label added to METRO maps, would be posted within METRO stations with access to the Vermont/Sunset Redline Station as far away as stations within Santa Monica, Long Beach, Pasadena, North Hollywood, Arcadia, and areas in between.



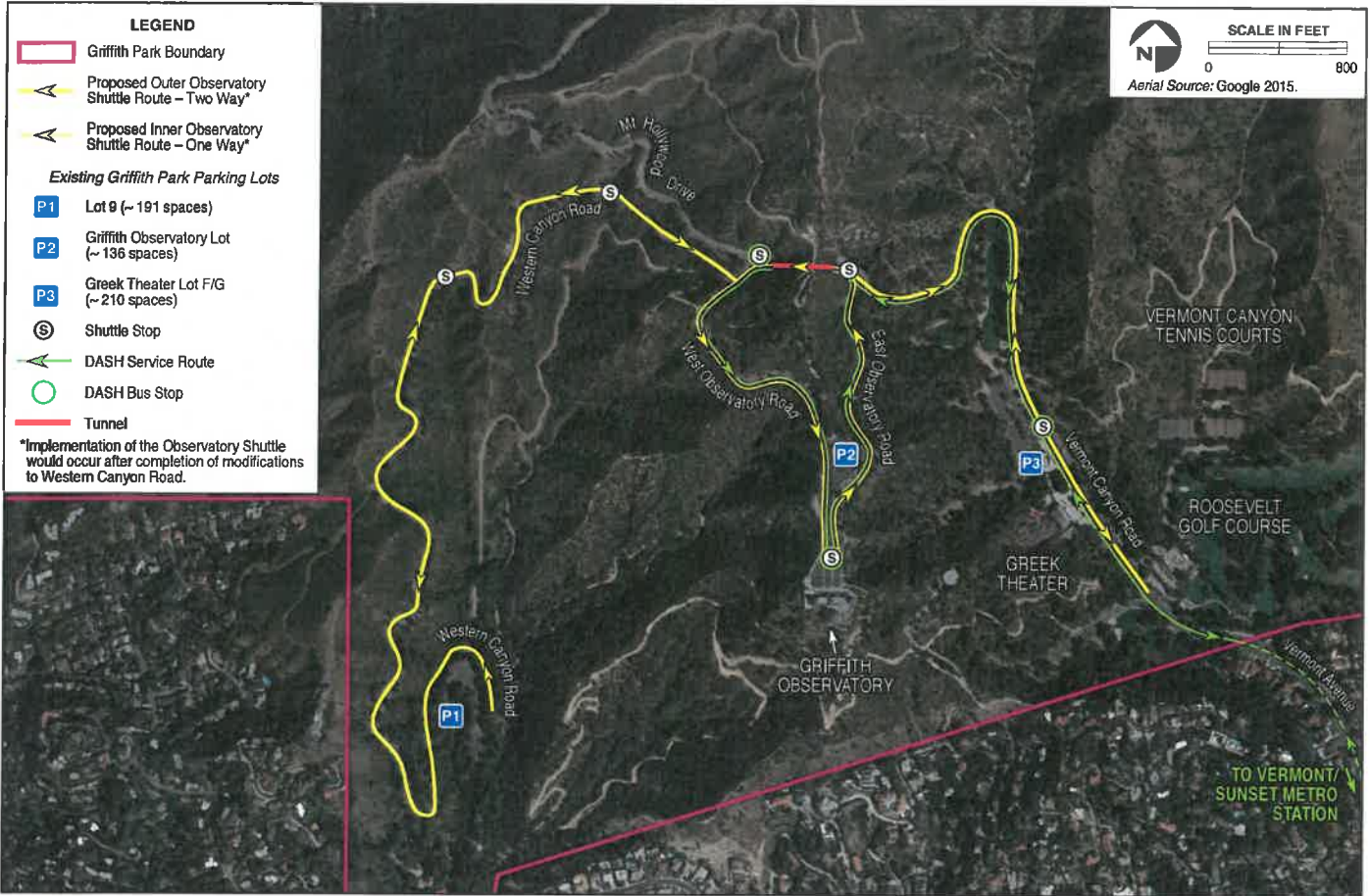
### 2.2.2 Loop Shuttle Operations

The proposed project would implement this described "Loop Shuttle" service following external improvements to Los Feliz Boulevard and internal changes to Western Canyon Road, utilizing revenue from all proposed solar powered pay stations. A shuttle service would circulate the Loop Shuttle route with an anticipated headway of approximately 15 to 20 minutes between buses. The Loop Shuttle would operate approximately 200 peak days from 10 a.m. to 11 p.m., with the Park expanding or reducing shuttle service during peak times and special operations to meet demand.

This Shuttle would follow a loop route consisting of generally eastward and westward travelling directions, both of which would utilize the modified one-way Observatory Road loop during its trip (Figure 5). Starting at lower Western Canyon Road, the shuttle would travel north on Western Canyon Road for approximately 1.4 miles to the intersection with West Observatory Road, and would pick people up along Western Canyon Road from above One Mile Tree. The Loop Shuttle would then turn right and traverse around West and East Observatory Roads for 0.7 miles to the intersection with Vermont Canyon Road, where it would then continue 0.4 miles down Vermont Canyon Road to the Greek Theatre parking lot. The Loop Shuttle would turn around at Boy Scout Road to begin the westbound leg of its loop. Travelling north on Vermont Canyon Road approximately 0.4 miles through the tunnel to Mt. Hollywood Drive. The Loop Shuttle would then circulate a one-way, one-mile inner loop to reach Griffith Observatory via West and East Observatory Roads before returning to the outer loop. Continuing through the tunnel, the shuttle would return to the Western Canyon Road junction, head downhill, and begin its cycle again. There would be no public shuttle stop at the Section 9 parking lot. Combined east-to-west and west-to-east travelling distances, the Loop Shuttle route would be approximately 5.5 miles long (Google Earth Pro 2015). The Loop Shuttle would stop at 5 shuttle stops serving surrounding trails and recreational uses (Figure 5). Shuttle stops would be rustic and low profile.

Using average weekday peak times of the current traffic conditions without considering the proposed road modifications, it can take up to 15 minutes to travel from Western Canyon Road to the Greek Theatre parking lot on weekdays, and 17 minutes to travel the opposite direction. On weekends, completing a Loop Shuttle route at peak times can take up to 21 minutes heading from Western Canyon Road to the Greek Theatre parking lot, and 29 minutes to travel the opposite direction (Google Earth Pro 2015). An average dwell time of 12 seconds is assumed at each shuttle stop (Dueker et al. 2004).

Using the aforementioned traffic condition predictions and dwell time assumptions, at least three Loop shuttles would be necessary on weekdays in order to enable 15 to 20 minute headways between shuttles during peak traffic times. With the same assumptions, at least four shuttles would be required to provide 15 to 20 minute headways during peak weekend times and operations during "extremely busy" days (Griffith Observatory 2015).



Proposed Shuttle Route

**FIGURE 5**

## 2.3 Construction

Construction would last for a duration of up to three months. The construction operations would utilize construction equipment that would facilitate roadway street cleaning, roadway stripe removal, restriping of roads, limited dirt removal for 2x2 holes to install the solar powered pay stations, hauling trucks for materials to the construction site, bus station signs, and roadway recirculation signage. The following construction equipment would be included in construction efforts:

- One (1) Sweeper truck (for street cleaning prior to striping)
- One (1) Ultra-high pressure, low-volume waterblaster (for line removal)
- One (1) Ride-on line striping system (for re-striping)
- One (1) Paint truck (for re-striping)
- Two (2) Work trucks (for worker mobilization)
- Twelve (12) Delivery trucks (peak single-day delivery, maximum 15 miles transport)
- Twelve to Fifteen (12-15) personal worker commute vehicles
- Up to two (2) backhoes or small excavators (for pay station implementation)

## 2.4 Mitigation

Mitigation efforts are implemented to remediate or lessen the impact of actions which may cause an adverse effect on the environment, including issues related to safety, traffic, sensitive wildlife, and land use practices. The Park currently uses mitigation strategies to ease traffic flow, ensure public safety, and maintain Griffith Park character. These are discussed in the resource related Existing Setting sections of the MND. Further, mitigation techniques are provided within the proposed project, and additional resource-level mitigation measures are detailed within this MND.

### Current Park Mitigation Practices

Griffith Park follows goals and objectives as included in the Griffith Park *Vision*, which directs management practices that address Park visitors, existing facilities, the Park's flora and fauna, and multi-modal transportation and circulation.

Additionally, Griffith Park follows the recommended Best Management Practices (BMPs) as indicated in the Griffith Park Wildlife Management Plan (GPWMP) associated with Griffith Park Vision plan. The GPWMP document includes strategies that provide protection and safety to wildlife and the natural setting within the Park.

A traffic management plan was enacted by Griffith Observatory in 2007 that enables active control of traffic on the immediate roads and intersections adjacent to the facility within the Park. The plan established at least three traffic control checkpoints and provided for a myriad of transportation options.

On especially busy days, when congestion can be nearly unmanageable at hilltop intersections, uphill travel on Western Canyon Road can be closed to public traffic at peak visitor hours to alleviate the bottlenecks.

In the immediate vicinity to Griffith Observatory, West Observatory Road can be closed to public, East Observatory Road remains closed to public parking opportunities, and reserved parking is provided for special events, guests, and delivery vehicles.

As a majority of the Park lies within land prone to wildfires, Park Rangers are active within the Park to reduce this wildfire potential, enforcing no smoking policies and supplying safety information to visitors.

Additionally, Park Rangers and police officers provide guidance for congestion, addressing pedestrian, cyclist, and automobile conflicts, and ensuring compliance with Griffith Park policies.

#### Mitigation within the Proposed Project

Increased visitor access, recirculation efforts, and shuttle service implementation provide a variety of issues and concerns. The proposed project includes measures to reduce the overall impact associated with its implementation, of which include the following:

Traffic congestion is addressed via transitioning to a one-way inner road system adjacent to Griffith Observatory, front-in parking, and pay stations to increase parking stall turnover times and encourage use of the Greek Theatre parking lots, public transit services including DASH and METRO, and shuttle system.

Cyclist and automobile conflict is assuaged through the use of 'sharrow' lanes and prominent 'sharrow' signage along roadways.

Pedestrian safety is addressed through implementation of crosswalks at the Vermont Canyon Road/East Observatory road intersection, a dedicated pedestrian lane and barrier through the Griffith Park tunnel, and creation of a pedestrian-safe median island at the intersection of Western Canyon Road/West Observatory Road after mitigations are implemented on Los Feliz Boulevard which enable Western Canyon Road alterations.

#### Additional Mitigation

After consideration of the aforementioned range of mitigation techniques employed by existing Griffith Park programs and those contained within the Project Description, the project has the potential to significantly impact resource areas within the project site and vicinity. As such, the project requires additional mitigation measures in order to decrease these effects to a less than significant level. As defined in CEQA guideline 15370, mitigation includes:

- a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

The specific mitigation measures are included within resource areas that may be significantly affected. Section 5.1, *Aesthetics*, Section 5.4, *Biological Resources*, Section 5.5, *Cultural Resources*, Section 5.12, *Noise*, and Section 5.16, *Transportation/Traffic* each include discussion and mitigation techniques that are required to decrease the effects of the proposed project to less than significant.

### 3 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
  - a. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    - b. Earlier Analysis Used. Identify and state where they are available for review.
    - c. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
5. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance

**4 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist and discussed on the following pages.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Greenhouse Gas Emissions
<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input checked="" type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

**5 DETERMINATION:**

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Paul Davis  
Environmental Supervisor

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Date

## 5.1 Aesthetics

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 5.1.1 Existing Setting

Griffith Park is recognized as an important scenic area within the City. The project area supports scenic natural undeveloped hillsides and habitats as well as developed parkland notable landmarks such as the Greek Theater and Griffith Observatory. However, the roadways leading up the canyon sides to Griffith Observatory are not designated as scenic routes or vistas. The parking lot nearest to Griffith Observatory has scenic views from the sidewalk looking over the Los Angeles basin, however there are no distinct viewing locations until reaching the established Griffith Observatory (Caltrans 2013).

Visitors to the Park wishing to view the Hollywood Sign do so from both the Griffith Observatory and from points along Mt. Hollywood Dr., particularly at an informal viewing area located 0.5 mile uphill from the Mt. Hollywood gate at an open space of compacted dirt leading to a trail. At this informal viewing location, no trees directly impede the view of the Hollywood Sign or opposite view of the Los Angeles Basin; short chaparral bushes border the edges of walkable locations on the sides of the slopes. There is a short natural landscape terrace adjacent to the open space that extends in the same direction as the trail leading to the Bronson caves, known to some visitors as The Quarry. The surrounding site vegetation primarily consists of California chaparral and coastal sage scrub, with low-lying shrubs on the steeper slopes, and taller trees bordering further from the roadways.

Griffith Observatory's location and free public telescopes fulfill the vision of benefactor Griffith J. Griffith in providing quality public access to the night sky. Many hundreds of visitors look through the Observatory's lawn telescopes each evening, 310 nights a year, and thousands attend monthly public star parties with dozens of free telescopes on the lawn. The lawn telescopes offer an opportunity for ADA visitors to enjoy nighttime viewing. The lawn provides a relatively dimly lighted social gathering area, lit only by limited stationary pole lighting, Griffith Observatory building lighting, the Los Angeles basin glow, and moving headlights from the Griffith Observatory parking lot approximately 100 yards away. Occasionally vehicles will also use the West to East Observatory Road 'bend' when accessing the ADA reserved spots, conducting Griffith Observatory operations, and making deliveries and drop-offs, during which these headlights will sweep across the Griffith Observatory lawn and affect nighttime viewing. While Griffith



Observatory does not necessarily have access to crystal clear skies located in more remote mountain or desert locations, the facility boasts impressive views on clear nights for all visitors to enjoy and appreciate the hilltop.

The Mobility section of the *Vision* plan for the Park details that proposed additions to the Park would not support or display commercialized advertisements. These additions include any shuttles, benches, or similar mediums commonly used as advertising space outside the Park boundary in the City. The Plan notes the importance of maintaining the environmental and wilderness cohesiveness of the Park, and to emphasize that difference from the urban sprawl around its edges (LA DRP 2008).

The Design Guidelines section of the *Vision* plan describes the design, sustainability, accessibility, furniture, lighting, preserving native landscaping, and signage allowed by development within the Park (LA DRP 2008).

#### 5.1.2 Discussion

Implementation of the proposed project would include re-stripping of paved roads within the existing right-of-way, traffic cones along road center-lines to channelize traffic and installation of 40 to 50 parking pay stations.

a-b. **Less than Significant.** There are no roadways or areas within the project area that are currently designated scenic routes or vistas and proposed project improvements would be located primarily within developed road corridors, creating no addition to designated scenic roads or vistas. Project improvements would not intrude into scenic skylines. There are no designated state scenic highways adjacent to the proposed project area. None of the proposed facilities would remove trees, impede existing views, or otherwise detract from the scenic vistas at photograph locations. Impacts would be less than significant.

c. **Less than Significant.** Proposed facilities such as re-stripping, fencing, traffic control cones and parking pay stations would alter the existing aesthetic character of West and East Observatory Roads and eventually Western Canyon Road. However, no vegetation would be removed, no natural hillsides would be disturbed, and development would be confined to existing busy road corridors. Improvements would be minimally intrusive and would be carried out in a manner consistent with the Design Guidelines section of the *Vision* plan and therefore impacts of the proposed project would be less than significant.

d. **Less than Significant with Mitigation.** Implementation of the proposed project would substantially increase the intensity of mobile lighting upon the Griffith Observatory lawn, due to vehicles travelling along the reconfigured one-way road 'bend' from West to East Observatory Road. Lights and glare from visitor cars searching for parking would approach closer to the lawn than the existing 100 yard distance from the Griffith Observatory parking lot. The reconfiguration would also increase the frequency that headlights would sweep across the Griffith Observatory lawn in comparison to the current travelers upon East Observatory Road. The mobile sources of light would degrade the nighttime aesthetic and ability for nighttime visitors and public star party attendees. Given Griffith Observatory's importance to the astronomy community and visitors, the increase of headlight frequency and mobile light sources has the potential to have a significantly adverse effect on existing nighttime views. The potentially significant effects may be reduced to less than significant with implementation of the following mitigation strategy.

Griffith Observatory lawn is used by recreational star gazers and star party attendees adjacent to the West to East Observatory Road 'bend', requiring the following mitigation measure:

*Mitigation Measure Ae-1: Deploy Mobile Blackout Light Shield.* Before nighttime viewing activities, a mobile blackout fence which is stored on-site shall be extended along the edge of the West to East Observatory Road 'bend'.

- The light shield shall be at minimum 80 feet long to extend the length of the lawn edge and prevent direct automobile headlight and glare and minimize increase of sky glow during nighttime viewing activities.

## 5.2 Agricultural and Forestry Resources

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p> <p><b>Would the project:</b></p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 5.2.1 Existing Setting

The project site is entirely located within Griffith Park that is designated by the City of Los Angeles as Open Space (OS) for both land use and zoning (ZIMAS 2015). The site does not contain any Prime Farmland or Farmland of Statewide Importance (California Department of Conservation 2011). There are no agricultural uses for the land, nor any Williamson Act contracts in the area (Department of Conservation 2013). Lastly, Griffith Park does not consist of any forest or timberland areas (Board of Forestry and Fire Protection 2015). Furthermore, the current uses and surrounding urban environment do not make the area suitable for existing or future forest land uses.

### 5.2.2 Discussion

a. **No Impact.** As described in the environmental setting section, the Department of Conservation lists the entire project area as “Open Space”. The project would not result in a conversion of land classification of the State’s Important Farmland map. Onsite soils are not viable agricultural lands within the fully developed project area and there are no areas designated for agricultural land use. Therefore, no impacts to farmland or agricultural soils would occur.

b-d. **No Impact.** The project area is not presently used for agricultural land or forest land and no such uses would be appropriate given visitor access for natural, outdoor recreational uses. No loss of agricultural or forest land would result from project implementation; therefore, no impacts to agricultural resources would occur.

e. **No Impact.** The project would not result in the conversion of farmland to a non-agricultural use, nor a forest into a non-forested use. The property is not considered viable agricultural land due to the steep terrain, the existing recreational use on site, and the surrounding urban uses. Using standard criteria for assessing agricultural viability (e.g. existing and surrounding land uses, parcel size, soils, water availability, etc.), the project would not affect agricultural resources and will have no impact.

### 5.3 Air Quality

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
<b>Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 5.3.1 Existing Setting

The project site is located in the South Coast Air Basin (SCAB) that covers the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties in addition to Orange County. The South Coast Air Quality Management District (SCAQMD) monitors and regulates the local air quality in the Basin and manages the Air Quality Management Plan (AQMP). Air quality is affected by stationary sources (e.g., land use and development) and mobile sources (e.g., motor vehicles). Air quality at a given location is a function of several factors, including the quantity and type of pollutants emitted locally and regionally, and the dispersion rates of pollutants in the region. Primary factors affecting pollutant dispersion are wind speed and direction, atmospheric stability, temperature, the presence or absence of inversions, and topography. Griffith Park is located in the northwestern portion of the Basin, which has moderate variability in temperatures. The Basin frequently experiences weather conditions that trap air pollutants within the Basin, due to temperature inversions and periods of stagnant wind conditions. The air quality within the Basin is influenced by a wide range of emission sources, such as dense population centers, heavy vehicular traffic, industry, and weather.

To protect the public health and welfare, the federal and state governments have identified six criteria air pollutants and a host of air toxics, and established ambient air quality standards through the federal Clean Air Act and the California Clean Air Act. Federal and State criteria air pollutants include Carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter less than 10 microns in diameter (PM<sub>10</sub>), fine particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>), and sulfur dioxide (SO<sub>2</sub>). The air quality impacts are assessed by comparing impacts to baseline air quality levels and applicable ambient air quality standards. Standards are levels of air quality considered safe from a regulatory perspective, including an adequate margin of safety, to protect public health and welfare.

The entire South Coast Air Basin is designated as a federal and/or state-level nonattainment area for ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>. At the federal level, the Basin is designated as an extreme nonattainment area for ozone meaning that federal ambient air quality standards are not expected to be met for several years (US EPA 2015a). Additionally, the Los Angeles County region of the Basin is designated as a moderate nonattainment area for PM<sub>2.5</sub>, nonattainment area for Pb, and as a serious maintenance area for PM<sub>10</sub> and CO (US EPA 2015b). The basin is in attainment of federal standards for SO<sub>2</sub> and NO<sub>2</sub>, a subcategory of NO<sub>x</sub>. At the state level, the Basin is also designated as a nonattainment area for ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>. The Basin is in attainment for the state ambient air quality standards for CO, Pb, NO<sub>2</sub>, and SO<sub>2</sub> (ARB 2014; SCAQMD 2013).

The SCAQMD has divided the region into 38 source receptor areas (SRAs) in which 32 monitoring stations operate. Griffith Park is located within SRA 1 that covers the Central Los Angeles area. SRA 1 monitors measurements for CO, NO<sub>2</sub>, O<sub>3</sub> (1-hr and 8-hr), PM<sub>10</sub>, and PM<sub>2.5</sub> (AQMD 2015). Section 5.3.2 identifies the SCAQMD ambient air quality standards for relevant air pollutants. The project area consists almost exclusively of roadway that leads to pollutants from automobile exhaust primarily in the form of VOC, NO<sub>x</sub>, CO, and PM (EPA 2015a).

The primary source of air pollutants in the project area is generated by vehicular traffic moving along project area roads. Taking the highest averages from five months of surveys, the Vermont Canyon Road and Western Canyon Road access roadways can currently carry over 9,000 trips each weekend, refer to Section 5.16, *Transportation/Traffic*.

Surrounding development includes residential and limited commercial buildings. Furthermore, sensitive receptors to air quality conditions within the project vicinity include single-family residences and neighborhoods lining the southern border of the project area and located along Vermont Canyon and Western Canyon Roads – two primary Parks entrance roads. The closest residential sensitive receptors to affected project areas are located approximately 150 feet west of Western Canyon Road, while the closest residential sensitive receptors on the eastern side of the project site are located approximately 440 feet south from the proposed shuttle turn-around location at Boy Scout Road.

### 5.3.2 Emissions Thresholds

Air quality impacts are assessed by comparing impacts to baseline air quality levels and applicable ambient air quality standards. Federal and state air quality standards have been established for various pollutants. Standards are levels of air quality considered safe from a regulatory perspective, including an adequate margin of safety, to protect public health and welfare.

#### *Construction*

The SCAQMD's thresholds recommend that projects with construction-related emissions that exceed any of the following regional (mass daily) emissions should be considered potentially significant.

- 550 pounds per day of carbon monoxide (CO)
- 100 pounds per day of nitrogen oxides (NO<sub>x</sub>)
- 150 pounds per day of sulfur oxides (SO<sub>x</sub>)
- 75 pounds per day of reactive organic gases (VOC)
- 150 pounds per day of Respirable Particulate Matter (PM<sub>10</sub>)
- 55 pounds per day of Fine Particulate Matter (PM<sub>2.5</sub>)

### *Operational*

Localized significance thresholds (LSTs) were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative (I-4). LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each SRA, project size, and distance to the sensitive receptor, etc. LSTs are only applicable for emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs do not apply to emissions from mobile sources such as automobile traffic or public transport (SCAQMD 2014).

A project's localized air quality impact is considered significant if CO emissions create a hotspot where either the California one-hour standard of 20 ppm or the federal and state eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (Level of Service [LOS] E or worse). Based on analyses of localized concentrations within the San Francisco Bay Area that has similar ambient CO concentrations as the project vicinity, a project would have to increase traffic volumes at affected intersections to more than 31,600 vehicles per hour for a CO hotspot to occur.

The SCAQMD currently recommends that projects with operational emissions that exceed any of the following emissions thresholds should be considered potentially significant.

- 550 pounds per day of CO
- 55 pounds per day of VOC
- 55 pounds per day of NO<sub>x</sub>
- 150 pounds per day of SO<sub>x</sub>
- 150 pounds per day of PM<sub>10</sub>
- 55 pounds per day of PM<sub>2.5</sub>

#### 5.3.3 Discussion

The proposed project would involve limited short term construction activities and long term rerouting of existing traffic. However, as discussed below, construction activities would extend for up to three months, would involve limited vehicular traffic and onsite construction vehicles. Project operations are not projected to increase visitation to the Park or lead to any increases in either peak hour or average daily vehicular traffic (Iteris, 2015). However, as discussed further below, project construction would generate limited emissions over the three month construction period and the project would lead to rerouting of existing traffic with limited changes in localized emissions due to traffic patterns for Park users.

**a-c Less than Significant.** The project area is within the South Coast Air Basin that is currently designated as a nonattainment area for state and/or federal standards for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. The proposed project would not increase overall long term vehicular traffic and associated emissions beyond existing levels. Under initial implementation of the project, an increased frequency of DASH bus operations would result in an increase of CNG engine operations and associated emissions. CNG engines are slightly more fuel-efficient than non-compressed natural gas engines, can reduce life cycle GHG emissions, and are comparable to gasoline in regards to vehicle performance (U.S. Department of Energy 2016). However, this increased supply and usage of public transit service would likely be accompanied by a complementary decrease of personal automobile usage to the Park and an associated decrease of emissions. Upon eventual completion of the entire project, existing levels of visitation would continue, with some visitors parking in remote parking lots and riding shuttles into the upper elevations of the Park instead of driving, with a minor potential decrease in direct vehicular emissions within areas of the Park

associated with a limited decrease in vehicular miles traveled. Quantification of such reductions is difficult due to lack of precise data regarding the split of future trips between Park users continuing to drive to the Griffith Observatory parking lot or parking areas along Park roads and those parking remotely and riding the shuttle or other transit services such as the project's increased DASH services or the existing METRO system with increased Griffith Observatory informational awareness.

The project would generate short term construction related air pollutants in the form of vehicle emissions and construction activities. Construction activity would occur upon previously disturbed and paved right-of-way areas. All construction would occur within a period of three months; accordingly, all construction emissions would be temporary and nominal.

The use of heavy-duty construction equipment and vehicle trips would generate emissions such as NO<sub>x</sub> and PM<sub>10</sub>. The amount of air pollution generated from construction would vary substantially from day to day, depending on the level of construction activity. However, a number of state and local regulations would substantially limit the generation of construction emissions related to the proposed project. As required by the U.S. EPA, California ARB, and specified on the CCR Tile Division 3, Chapter 9, Article 4, Sec. 2423(b)(1), all off-road diesel engines are required to meet at a minimum the Tier 3 Emission Standards for off-road compression-ignition Engines (with proper diesel particulate control). By having all heavy-haul vehicles meet this requirement, the potential generation of NO<sub>x</sub> and PM<sub>10</sub> emissions would be reduced and be in compliance with CCR. Additionally, if the construction activity is in compliance with SCAQMD Rule 403, by properly managing all fugitive dust (PM<sub>10</sub>) through action such as covering up haul trucks carrying dirt and properly cleaning streets in the vicinity, fugitive dust and NO<sub>x</sub> emission would be minimized and would not exceed thresholds. Construction emissions would not approach or exceed emission thresholds and impacts would be less than significant (refer to Table 5-1).

**Table 5-1 Estimated Construction Emissions for the Proposed Project Site (pounds/day)**

Air Pollutant	SCAQMD Thresholds	Estimated Construction Emissions (lb/day) <sup>1</sup>		Exceeds Threshold?
		Winter 2016	Summer 2016	
CO	550	35.77	34.99	No
NO <sub>x</sub>	55	29.80	29.53	No
SO <sub>x</sub>	150	0.07	0.07	No
VOC	75	3.81	3.72	No
PM <sub>10</sub>	150	4.08	4.07	No
PM <sub>2.5</sub>	55	2.13	2.13	No

<sup>1</sup> Refer to Attachment 2 for CALHEMOD output sheets; overall emissions based on rounded totals.

As noted above, project operations would not alter existing overall traffic volumes associated with visitation of the Park. Such traffic would continue to generate emissions primarily from the daily vehicle trips, potentially reduced number of personal automobiles used due to increased public transit service, and eventual shuttle service. While operational emissions may decrease incrementally due to fewer visitors driving the last one to two miles from Park entrances to the Observatory and vicinity or to City METRO or DASH stops outside this radius, no firm data is available on this change in traffic patterns.



Further, changes in traffic patterns as a result of charging of storage for vehicles, increased availability and/or usage of transit service, and implementation of the shuttle service are expected to reduce the amount of time spent looking for parking with resultant idling and congestion on Park roads, thus potentially incrementally reducing vehicular pollutant emissions below existing levels.

Therefore, emissions associated with the project construction and operation would be nominal and not exceed thresholds. As result, the project would have less than significant impacts on air quality, and would remain in compliance with the AQMP.

d-e. **Less than Significant.** The proposed project would not generate substantial increases in emissions proximate to sensitive receptors. Project construction would take place well removed from existing neighborhoods as construction activity is generally located more than one mile from and 1,000 feet above most nearby homes. Construction activities and would be confined primarily to existing roads, would last up to three months and would include only limited construction traffic passing through residential neighborhoods.

Over the long term, the project would not increase the total number of automobiles travelling to Griffith Park from outside the Park as no new trip generating attractions are included in the project. As discussed under a-c above, the project would reroute existing traffic patterns and change trip patterns within Griffith Park by potentially shortening trip length as many visitors would park in peripheral lots to avoid parking fees and take advantage of free or low cost shuttle service or utilize the improved connectivity of increased DASH and existing METRO services to the Park. Because there would be no overall increase in traffic, emissions levels within the Park would largely remain the same, and may even decrease depending on the success of public transit improvements.

After improvements to Los Feliz Boulevard, rerouting of traffic from Western Canyon Road to Vermont Canyon Road would incrementally decrease emissions in Ferndale Canyon while slightly increasing emissions in residential neighborhoods along Vermont Canyon Road associated with the potential diversion of almost 1,000 ADT onto the road, though this number may be reduced depending on the success of public transit improvements. Due to this vehicle movement transfer, emissions could likely be increased by approximately 7% to 16% along the Vermont Canyon Road roadway. Qualitatively, cars along the Vermont Canyon Road roadway would not be idling or sitting at a traffic center for a long period of time. No particulate issues would occur, and the capacity transfer would still maintain emissions well within California ARB regulations. The increase would still be well below typical capacity volumes for the street classification, and would remain a street that is not heavily impacted by pollution, especially when compared with other City road collectors.

The project would not increase overall traffic, and therefore, would not contribute to the creation of new CO hotspots or worsening of conditions at existing CO hotspots because the anticipated change in traffic patterns would not substantially affect any existing intersections or create new intersections with more than 31,600 vehicles per hour<sup>3</sup> (Section XVI, *Transportation/Traffic*). The project would also not add stationary facilities that would directly increase emissions, and thus, would not be subject to LSTs. Additionally, with compliance with California ARB and SCAQMD rules, the air quality impacts from construction and operation of the project would be considered less than significant.

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<sup>3</sup> (Los Angeles Department of Public Works 2015)

## 5.4 Biological Resources

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 5.4.1 Existing Setting

The project area encompasses developed road corridors and parking lots and bordering hillsides, ridgelines and more distant ravines that support natural habitats. Visitation to the project area is heavy, with congested conditions along all roadways during peak periods due to high volumes of vehicular traffic, which extend into the evening hours, particularly near the observatory. Existing roads and trails, including the lower reaches of Mt. Hollywood Drive, are heavily used by both pedestrians and bike traffic. Mt. Hollywood Drive is well used bicycle route with dozens to hundreds of riders using this route on a daily basis.

Despite this heavy visitation, the project area is recognized as having high value for native habitats and wildlife species. The project area is located within the Griffith Park Wilderness area as designated by the Griffith Park Vision plan. The Griffith Park Wildlife Management Plan (GPWMP), which is attached to the Vision plan, provides direction for identifying sensitive wildlife

and recommending BMPs where appropriate to help implement the goals of the Vision plan (Cooper Ecological Monitoring, Inc 2008) The GPWMP identifies the existing setting, relevant habitats within the Park, target species (invertebrates, amphibians and reptiles, birds, mammals, and plants), wildlife management goals, and effects from fire.

### Habitat

Terrestrial habitats located within the Park include chaparral, coastal sage scrub, oak woodland, sycamore woodland, rocky outcrops, ruderal (human disturbed, weedy), lawns and picnic areas, and remnants of historic plantations habitats. Although the primary project area consist of disturbed road corridors, including paved travel lanes and adjacent rustic pathways and disturbed areas, relevant terrestrial habitats that border or are within the general vicinity of the proposed work areas include the following (Cooper Ecological Monitoring, Inc 2008):

- Chaparral: characterized by tall, dense shrubs with short, thick leaves found throughout Griffith Park slopes, and typically includes California-lilac and oak trees. This environment can provide fuel for extremely damaging fires. While it does not support a large variety of species, its ecological value can be found by its support of songbirds, and small mammals. Project work areas (i.e., road corridors) along all roadways are bordered primarily by chaparral areas.
- Coastal sage scrub: located primarily starting at Vermont Canyon and travelling west to Cahuenga Pass, this threatened habitat type is generally considered degraded and includes succulents, native cactus, and persists on sandy soils. The scrub primarily promotes insect and reptile species. Areas of coastal sage scrub species border all project area roadways, particularly at lower elevations.
- Oak woodland: located around Fern Dell and picnic areas of the Park, this “priority” community has the highest richness of wildlife species of any California habitat, providing food, nesting locations, grounds for hunting prey, and supports a variety of birds, mammals, and amphibians. Oak woodlands tend to border or are proximate only to lower elevation areas that are not within primary construction or activity zones.
- Lawns and picnic areas: sporadic lawns and picnic areas around the edges and lower slopes of Griffith Park have provided landscaped trees and open spaces integrated into the Park. These areas provide habitat for mammals such as mule deer and unique seasonal bird communities such as the wintertime yellow-rumped warbler and summertime red-shouldered hawk. Lawns and picnic areas are generally located at lower elevations along Park entry roads, although there are scattered picnic areas at higher elevations.
- Plantation habitat remnants from early 1900s attempts to landscape Midwestern and Eastern forests with tree-lined paths and shady groves has left a mix of eucalyptus and silk-oak tree species along the accessible areas of the Park. This habitat has done damage to sensitive native scrubland habitats and assisted in the introduction of invasive species into the Park. However, it still provides habitat for hundreds of insects, migrant hummingbirds and songbirds, and small mammals. Plantation habitat remnants are generally located at lower elevations along Park entry roads, although the borders of many upper elevation segments of project area roads in primary construction work areas are planted with pines and eucalyptus trees.

Sycamore woodland, rocky outcrop, and ruderal habitats are primarily confined to canyons, peaks, and riverbanks located elsewhere in Griffith Park - outside of the project roadways. These habitats are generally far removed from project work and activity areas.

Aquatic habitats such as those around the Los Angeles River and Lake Hollywood are more than one mile away from the project area. However, some species associated with these riparian habitats may also utilize the project area. The urban interface zone that surrounds the Park provides a resource-rich area for adapted and non-native species such as coyotes, raccoons, and western gray squirrel. However, species sensitive to human activity can find it inhospitable.

### Species

The wildlands of Griffith Park, particularly hillsides, ridges and canyon bottoms in the designated Wilderness Area, which are removed from developed areas that support high levels of human activity, support a diverse array of wildlife species. However, a range of species may also reside in or adjacent to developed areas move from wildland areas into such areas to forage, seek water, etc. In general, developed road corridors and parking lots that constitute the primary project construction and activity zones are relatively inhospitable to wildlife species, especially during daylight hours. Wildlife may use adjacent hillside habitat and cross road corridors, but such areas are generally of low wildlife habitat value.

Invertebrates within Griffith Park provide a notable resource of arthropods (insects and spiders) for the Los Angeles basin, and up to 70 possible butterfly species may appear in Griffith Park. While further surveys are necessary, the diversity of hymenoptera species such as ants, bees, and wasps are lacking within the Park.

Griffith Park is one of the last large havens of sufficient habitat for amphibians and reptiles in the Los Angeles basin and eastern Santa Monica Mountains. The most common reptiles consists of the western fence-lizard, southern alligator lizard, western toad, striped racer, western rattlesnake, and the pacific tree frog, though several less common species are also found within the Park (Cooper Ecological Monitoring, Inc 2010).

Approximately 200 species of birds are witnessed within Griffith Park, with 150 regularly sighted species of birds. Approximately 50 of these bird species utilize Griffith Park for nesting purposes; 60 species remain in the Park year round; 45 species appear primarily in winter; and, 25 species are predictable migrants to the Park. A higher density of bird species can be witnessed along the eastern edge of the Park along the vegetated riverbanks of the Los Angeles River, which is located approximately 1.4 miles from the eastern edge of the project site. Nevertheless, bird species occur within all habitats of the Park.

Griffith Park also provides habitat for a wide range of large terrestrial mammals, including coyotes, raccoons, striped skunks, mule deer and rabbits. Small terrestrial mammals include long-tailed weasels, bats, and rodents. Sufficient habitat also supports large predators, including mountain lions.

Using the County of Los Angeles County General Plan's proposed Significant Ecological Area information for Griffith Park (SEA 37) (LA DRP 2012), the following lists of sensitive plant species and sensitive animal species were compiled in Table 5-2 and Table 5-3:

**Table 5-2 Sensitive Plant Species Reported or Have the Potential to Occur**

Common Name	Scientific Name	Classification	California Native Plant Society: Rare Plant Rank
Braunton's milk-vetch	<i>(Astragalus brauntonii)</i>	FE	1B.1
California Orcutt grass	<i>(Orcuttia californica)</i>	FE,SE	1B.1
Coulter's goldfields	<i>(Lasthenia glabrata ssp. coulteri)</i>	-	1B.1
Greata's aster	<i>(Symphyotrichum greatae)</i>	-	1B.3
Lewis' evening-primrose	<i>(Camissonia lewisii)</i>	-	3
Many-stemmed dudleya	<i>(Dudleya multicaulis)</i>	-	1B.2
Mesa horkelia	<i>(Horkelia cuneata ssp. puberula)</i>	-	1B.1
Nevin's barberry	<i>(Berberis nevinii)</i>	FE, SE	1B.1
Palmer's grapplinghook	<i>(Harpagonella palmeri)</i>	-	4.2
Parry's spineflower	<i>(Chorizanthe parryi var. parryi)</i>	-	1B.1
Plummer's mariposa lily	<i>(Calochortus plummerae)</i>	-	1B.2
Round-leaved filaree	<i>(California macrophylla)</i>	-	1B.1
San Bernardino aster	<i>(Symphyotrichum defoliatum)</i>	-	1B.2
San Fernando Valley spineflower	<i>(Chorizanthe parryi var. fernandina)</i>	FC, SE	1B.1
Slender mariposa lily	<i>(Calochortus clavatus var. gracilis)</i>	-	1B.2
Southern tarplant	<i>(Centromadia parryi ssp. australis)</i>	-	1B.1
Vernal barley	<i>(Hordeum intercedens)</i>	-	3.2
White rabbit-tobacco	<i>(Pseudognaphalium leucocephalum)</i>	-	2.2
Brewer's redmaids	<i>(Calandrinia breweri)</i>	-	4.2
Catalina mariposa lily	<i>(Calochortus clavatus var. gracilis)</i>	-	4.2
Clay bindweed	<i>(Convolvulus simulans)</i>	-	1B.2
Large-leaved filaree	<i>(Erodium macrophyllum)</i>	-	4.2
Southern California black walnut	<i>(Juglans californica)</i>	-	4.2
Humboldt lily	<i>(Lilium humboldtii var. ocellatum)</i>	-	4.2
Hubby's phacelia	<i>(Phacelia cicutaria var. hubbyi)</i>	-	4.2
Cooper's rein-orchid	<i>(Piperia cooperi)</i>	-	4.2
San Gabriel Mountains leather oak	<i>(Quercus durata var. gabrielensis)</i>	-	4.2

FE = Federally Endangered Species

FC = Federal Candidate Species

SE = State Endangered Species

1A = presumed extinct in California

1B = rare or endangered in California and elsewhere

2 = rare or endangered in California but more common elsewhere

3 = more information needed, a review list

4 = limited distribution

.1 = seriously endangered in California

.2 = fairly endangered in California

.3 = not very endangered in California

Source: Draft General Plan 2035: Technical Appendix E, 2012 and Rare Plants of Griffith Park, Los Angeles by Daniel S. Cooper, 2010, accessible at:

[https://www.researchgate.net/publication/290193146\\_Rare\\_Plants\\_of\\_Griffith\\_Park\\_Los\\_Angeles](https://www.researchgate.net/publication/290193146_Rare_Plants_of_Griffith_Park_Los_Angeles)

**Table 5-3 Sensitive Animal Species Reported or are Likely to be Present**

Common Name	Scientific Name	Classification
American badger	<i>(Taxidea taxus)</i>	SSC
Big free-tailed bat	<i>(Nyctinomops macrotis)</i>	SSC, WBWG Medium-High
Coast horned lizard	<i>(Phrynosoma blainvillii)</i>	BLMS, FSS, SSC
Coast range newt	<i>(Taricha torosa)</i>	SSC
Coastal whiptail	<i>(Aspidoscelis tigris stejnegeri)</i>	CDFW Special Animals List
Gertsch's socalschemmis spider	<i>(Socalchemmis gertschi)</i>	CDFW Special Animals List
Hoary bat	<i>(Lasiurus cinereus)</i>	WBWG Medium
Least Bell's vireo	<i>(Vireo bellii pusillus)</i>	FE, BCC, SE, AWL, ABC
Los Angeles pocket mouse	<i>(Perognathus longimembris brevinasus)</i>	FSS, SSC
Pacific pocket mouse	<i>(Perognathus longimembris pacificus)</i>	FE, SSC
Pallid bat	<i>(Antrozous pallidus)</i>	FE, BCC, SE, AWL, ABC
Pocketed free-tailed bat	<i>(Nyctinomops femorosaccus)</i>	SSC, WBWG Medium
San Diego desert woodrat	<i>(Neotoma lepida intermedia)</i>	SSC
Silver-haired bat	<i>(Lasionycteris noctivagans)</i>	WBWG Medium
Silvery legless lizard	<i>(Anniella pulchra pulchra)</i>	FSS, SSC
Southwestern willow flycatcher	<i>(Empidonax traillii extimus)</i>	FE, FSS, SE, AWL, ABC
Two-striped garter snake	<i>(Thamnophis hammondi)</i>	BLMS, FSS, SSC
Western mastiff bat	<i>(Eumops perotis californicus)</i>	BLMS, SSC, WBWG High
Western pond turtle	<i>(Emys marmorata)</i>	BLMS, FSS, SSC
Western spadefoot	<i>(Spea hammondi)</i>	BLMS, SSC

ABC = Approximate Bayesian Computation  
 AWL = Audubon Watch List  
 BLMS = Bureau of Land Management Special/Sensitive Species  
 CDFW Special Animals list = California Department of Fish and Wildlife  
 FE = Federally Endangered  
 FSS = Federal Sensitive Species  
 SE = State Endangered  
 SSC = State Species of Special Concern  
 WBWG = Western Bat Working Group (includes level of classification)  
 Source: *Draft General Plan 2035: Technical Appendix E, 2012*

While there are no riparian areas mapped by the U.S. Fish and Wildlife Service within the affected project area, areas of forested and shrub riparian areas do occur along canyon bottoms within the general project area. Vegetation within these riparian areas includes coastal live oak, California Sycamore and various willow species. These intermittent streams flow after major rainfall events and therefore provide important sources of water and habitat, but do support permanent fish or other water dwelling species (USFWS 2015). These habitats are largely confined to Western Canyon outside the affected project area, which support 1.2 acres of intermittent wetlands along approximately 1,000 feet of canyon bottom.

Griffith Park is used as a wildlife corridor that is a spatial linkage that facilitates movement of species between habitat patches across land (EPA 2015b). The corridor linkages are important to species, which travel between large open spaces in the vicinity of Griffith Park, and affect

dispersal routes and healthy genetic wildlife diversity (Cooper Ecological Monitoring, Inc 2007). This importance is demonstrated by the migration of a mountain lion into the Park in 2014.

#### 5.4.2 Discussion

All project improvements would be confined to existing developed road corridors with little or no removal of native vegetation or any trees. Overall visitation to the project area is not anticipated to increase, and the number of vehicles used to access the upper elevations of the Park within the primary project area is anticipated to decrease over time as Park users utilize the shuttle system and improved public transit service.

a. **Less than Significant with Mitigation.** The project area contains potential natural habitats for species identified as a candidate, sensitive, and special status species in local, regional, and federal plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Project construction activities could affect such species through limited short term increases in noise and human activity along busy road corridors in the vicinity of sensitive and special status species. While the construction would not remove vegetation or trees and would remain within the previously disturbed right of way, incremental or brief peak increases in noise from construction and human presence along even busy roads can add stress to local animals and sensitive wildlife. Because the project would not increase overall visitation to project area and would potentially reduce automobile traffic in sensitive areas of the Park, operational impacts to sensitive species would be limited.

Indirect impacts could occur due to ongoing visitation and associated human activity, noise, vegetation trampling (e.g., impacts to the extant, though unclassified pincushion flower) and other impacts associated with human disturbance. However, while the project area supports sensitive vegetation, it is already subject to relatively high visitation and ongoing disturbance. In addition, the cyclist and pedestrian trails further in the Park from the potential Mt. Hollywood Drive DASH and/or eventual Loop Shuttle bus stops are generally bordered by very steep slopes that strongly discourage access into most areas of adjacent habitats. In addition, where topography in the vicinity permits access, DRP has erected fencing and signs to avoid or reduce intrusion. Further, DRP also posts a Ranger within the Park about a half mile up Mt. Hollywood Drive which is popularly accessed from around Griffith Observatory during peak use periods to monitor and control access. These measures, combined with the additional mitigation measures detailed below would reduce project impacts to sensitive or special status species to less than significant.

*Mitigation Measure Bio-1: Worker Environmental Awareness Program.* A Worker Environmental Awareness Program shall be implemented prior to construction, and include the following:

- The Department of Recreation and Parks shall provide Worker Environmental Awareness training to project workers and contractors, including a pre-construction review of protected plant and animal species and a review of BMPs for mitigating impacts to local wildlife.

*Mitigation Measure Bio-2: Habitat and Special Status Species.* In order to further limit impacts to special status species, which have the potential to inhabit the surrounding Griffith Park areas, the following mitigation is required:

- All construction staging areas for equipment and vehicles shall be located within previously disturbed areas to avoid damage to surrounding sensitive habitats.
- Construction activities shall be limited to daylight hours to the greatest possible extent to prevent potential impacts to special status species.

- DRP shall train shuttle drivers in basic behavioral protocol for Park visitors for integration into educational presentations to visitors using the shuttle service.
- A sign shall be posted at the base of Mt Hollywood Drive directing users to remain on developed trails, carry out trash and avoid smoking.

*Mitigation Measure Bio-3: Nesting Birds.* Resident and seasonal bird species have the potential to nest in areas adjacent to the project site, requiring the following mitigation implementation:

- Construction should preferably occur outside of nesting bird season (April - May) to the extent possible. However, a Nesting Bird Survey will be performed by a qualified biologist for all construction activities planned within the nesting season prior to the start of construction. If an active bird nest is discovered, a qualified biologist shall determine the species, location, and establish a no-disturbance buffer. Any raptor nest would typically include a 500 foot buffer, while other protected species would include a 300 foot buffer. The no-disturbance buffers would remain in effect until a qualified biologist has determined the nest to be inactive.

**b-c. Less than Significant with Mitigation.** Construction and activity zones within the project area or immediately adjacent areas do not support any riparian habitat, wetlands, or other mapped sensitive natural communities. Primary project construction and activity zones along upper Vermont Canyon and Western Canyon Roads, as well as East and West Observatory Roads, are all located at least 1,000 feet from and several hundred feet above riparian or wetland areas. Further, although the lower reaches of these roads pass closer to such habitats, no construction of substantial changes in activities would occur in these areas; the direct impacts to such habitats would be insignificant. These habitats could be adversely impacted if project construction activities result in fuel spills, trash generation, and increased erosion and subsequent runoff of pollutants into downstream riparian areas or wetlands resulting in impacts to water quality. However, project construction would include only minor excavation and earth disturbance needed to install parking stations, and would include use of standard BMPs for erosion control listed below. Therefore, impacts would be less than significant.

*Mitigation Measure Bio-4: Water Quality.* The following mitigation measures would be implemented to reduce impacts to downstream riparian and wetland areas:

- All excavation and vegetation removal shall be subject to standard erosion control measure, including:
  - Use of straw bundles or silt fencing to contain sediments.
  - Mulching, hydroseeding, or other methods as determined appropriate by DRP to reduce or avoid longer term post construction erosion.
- Construction debris and waste materials shall be properly collected and disposed of throughout construction operations.
- Leakage from engine blocks or hydraulic systems shall be prevented from dispersal with the use of drip pans.
- Vehicle fueling within Griffith Park shall not occur within 500 feet of riparian and wetland habitats and with proper safeguards (e.g., drainage controls) to ensure that any spilled fuel does not reach such habitats.
- Waste and spills shall immediately be cleaned and properly disposed of at accepted waste disposal locations.

**d. Less than Significant.** Proposed project construction and activity zones are all located along developed road corridors or within parking lots, which while periodically crossed by wildlife are not major migration corridors. Implementation of the proposed project would not interfere with migratory fish or wildlife corridors. Neither barriers to dispersal, nor any modification of existing water or drainage routes would be implemented. Increased shuttle service within the interior of



the Park may incrementally increase disturbance of wildlife crossing the heavily used access roads, however, all roads and parking lots within this project are already very heavily used with thousands of automobiles using them per day. In addition, relatively low DASH bus or eventual Loop Shuttle travel speed, combined with wildlife that is acclimated to existing levels of disturbance, would result in this impact being less than significant.

**e. Less than Significant.** Given that construction and activity zones would be primarily confined to existing road corridors, the proposed project would not conflict with any local policies or ordinances protecting biological resources. The proposed project would incorporate and be consistent with existing policies regarding the protection of biological resources. Therefore, impacts would be less than significant.

**f. Less than Significant.** The proposed project is not located within any approved local, regional, or state Habitat Conservation Plan or Natural Community Conservation Plan. However, the project area is within the proposed Griffith Park Significant Ecological Area (SEA 37) that contains a majority of Griffith Park (LA DRP 2012). The SEA proposal for Griffith Park supports the increasingly rare habitats of the southern California mountain ranges, including the Santa Monica Mountains. Additionally, the Griffith Park *Vision* plan and the associated Griffith Park Wildlife Management Plan details land use, threats to wildlife, and BMPs<sup>4</sup> for projects within Griffith Park. The project would follow the recommended BMPs and support the open space land use designations, resulting in less than significant impacts.

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<sup>4</sup><http://www.laparks.org/dos/parks/griffithPK/wildlife/index.html>

## 5.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 5.5.1 Existing Setting

There is documented evidence for human occupation of southern California mainland for at least 11,000 years. However, many ancient sites may have been lost, inundated, or deeply buried as a result of marine transgression, erosion, aggradations, and other natural forces. Approximately 3,000 years ago, a transfer from mobile populations to stationary groups began, bringing a change in subsistence strategies and specialized labor. Trade and technological advances altered the southern Californian Native American communities to resemble contemporary Gabriellino-Tongva ethnographic populations encountered by the Spanish. The local hunter-gatherer community was geographically split between two primary locations to the west and northeast of Griffith Park, with Fern Dell known as a historical meeting site for the Gabriellino-Tongva populations. Ensuing Spanish (1769-1821), Mexican (1821-1848), and American (1848-present) periods of control each left their associated historical and cultural marks on the Los Angeles and Griffith Park areas. (City of Los Angeles 2013a)

There are at least three cultural and historically protected monuments within the project vicinity (City of Los Angeles 2015). Two cultural survey reports have also been conducted within 1.25 miles of the project area within the past three years (City of Los Angeles 2013a, 2013b).

The City of Los Angeles identified Griffith Park as a Cultural Resource (Resource P-19-175297) and Los Angeles Historic-Cultural Monument (No. 942) in 2009 as the largest urban park for the City of Los Angeles, encompassing approximately 4,300 acres. The Park has remained a recreational space for the surrounding communities since its inception in 1989. The City of Los Angeles also identified Griffith Observatory as a Historic-Cultural Monument (No. 168), operating almost continuously since 1935. Griffith Observatory is the most visited public observatory in the world, and offers free public telescope viewing and education. The Gabriellino Indian Site in the Fern Dell area is another Los Angeles City designated Historic-Cultural Monument (No. 112) in vicinity of the project (City of Los Angeles 2013a, 2015).

The Hollywood Sign and land underneath is also designated as a Historic-Cultural Monument (No. 111) for the City of Los Angeles, providing an iconic mountainside display visible from Griffith Observatory and Mt. Hollywood Drive, in addition to the surrounding areas (City of Los Angeles 2015).

Considering paleontological resources, surface exposure of older quaternary alluvium and Miocene Monterey Formation geology have been observed within various areas of Griffith Park that have a higher likelihood of containing historically important fossils (City of Los Angeles 2013c).

The California Register of Historical Resources provides the grounds for and extent to which historical resources of the State deserve to be protected. California Health and Safety Code Section 7050.5 direct procedures to undertake in the case that human remains are found. California Public Resources Code Section 5097.98 additionally provides procedures that would direct action in the case that Native American remains are discovered.

The City of Los Angeles General Plan states that “Discovery of archaeological materials may temporarily halt the project until the site has been assessed, potential impacts evaluated and, if deemed appropriate, the resources protected, documented and/or removed” (City of Los Angeles 2001a).

#### 5.5.2 Discussion

All project improvements would be confined to existing developed road corridors with little or no excavation or earth disturbance. This would help reduce potential impacts to biological resources. Although these road are part of the historic context of Griffith Park minor excavation, repaving and other repair and maintenance types of activates have historically occurred along such corridors.

a–d. **Less than Significant with Mitigation.** Proposed project construction activities would be confined to existing roadways and occur in previously disturbed areas of existing right-of-ways. Within primary construction and activity zones along upper Vermont Canyon Road, Eastern and Western Observatory Roads, and Western Canyon Road, historic road construction involved substantial earth disturbance through excavation and grading of cut and fill slopes necessary to provide level road beds of 30–40 feet in width across ridges and hillsides. Such past grading and earth disturbance would have removed, damaged or destroyed prehistoric, older historic or paleontological remains within areas proposed for minor excavation (e.g., 2 x 2 foot foundations for parking stations) as part of the project. These roads have been paved, and road shoulders have been covered, compacted, driven on, and hiked upon for the past 50 years at minimum. Further, the steep ridges and hillsides within primary project construction and activity zones are not typically highly sensitive from a pre-historic or historic context being far removed from water and major food sources (e.g., oak groves) and have a lower potential to support cultural resources. Therefore due to the relatively lower sensitivity of and past disturbance to these areas, it is unlikely that significant older historic, prehistoric or paleontological resources would be encountered during the proposed project. However, it should be noted that some features within or adjacent to these road corridors, such as old retaining walls, groves of trees, the tunnel or other features, may be considered part of the historic context of Griffith Park. As discussed below, the proposed project contains provisions that require avoidance to disturbance to retaining walls or other historic features, tree removal or damage to the tunnel. Further, because the potential remains that previously undiscovered resources could be exposed during construction activities, inclusion of standard conditions during discretionary project review and approval relating to protocols for discovery of important historic and pre-historic resources, would ensure that potential impacts to such resources be mitigated to a less than significant level.

While unlikely, there remains the possibility that as yet unidentified archaeological resources that may qualify as historical resources could be encountered as a result of project-related ground-disturbing activities. Impacts to unidentified archaeological resources that qualify as historical

resources could constitute a substantial adverse change in the significance of a historical resource. With the incorporation of *Mitigation Measures Cul-1, Cul-2, Cul-3, and Cul-4*, potential impacts to cultural resources that qualify as historical resources would be reduced to less than significant.

*Mitigation Measure Cul-1: Pre-Construction Training.* Prior to earthmoving activities, a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (2008) shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of cultural resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains (see Mitigation Measure Cul-4). DRP shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance.

*Mitigation Measure Cul-2: Inadvertent Archaeological Discoveries.* In the event of the discovery of archaeological materials, the construction foreman shall immediately halt all work activities in the vicinity (within approximately 100 feet) of the discovery until it can be evaluated by a qualified archaeologist. After cessation of earthmoving activities, the construction foreman shall immediately contact DRP. Work shall not resume until authorized by DRP and the qualified archaeologist.

If the qualified archaeologist determines that the discovery constitutes a significant resource under CEQA, preservation in place is the preferred manner of mitigation. In the event preservation in place is demonstrated to be infeasible, and data recovery is determined to be the only feasible mitigation option, a detailed Cultural Resources Treatment Plan shall be prepared and implemented by a qualified archaeologist in consultation with DRP. DRP shall consult with appropriate Native American representatives in determining appropriate treatment for unearthened cultural resources if the resources are prehistoric or Native American in origin. Archaeological materials recovered during any investigation shall be put into curation at an accredited facility. The report(s) documenting implementation of the Cultural Resources Treatment Plan shall be submitted to DRP and to the SCCIC.

*Mitigation Measure Cul-3: Inadvertent Paleontological Discoveries.* In the event fossil materials are exposed during ground disturbing activities, work (within 100 feet of the discovery) shall be halted until a qualified paleontologist meeting the criteria established by the Society for Vertebrate Paleontology is retained to assess the find. If the find is identified as significant, appropriate treatment as determined by the paleontologist shall be implemented prior to the re-commencement of ground disturbance in the area. A report documenting the methods and results of the treatment shall be prepared and submitted to DRP and filed with the local repository.

*Mitigation Measure Cul-4: Discovery of Human Remains.* If human remains are encountered, DRP shall halt work in the vicinity (within 100 feet) of the find and contact the Los Angeles County Coroner in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American in origin, the Native American Heritage Commission shall be notified, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code Section 5097.98 (as amended by AB 2641). The Native American Heritage Commission shall designate a Most Likely Descendant for the remains per PRC Section 5097.98. DRP shall ensure that the immediate vicinity where the Native American human remains are located is not damaged or disturbed by further development activity, according to generally accepted cultural or archaeological standards or practices, until the landowner has discussed and

conferred with the Most Likely Descendant regarding their recommendations, as prescribed in Public Resources Codes Section 5097.98, taking into account the possibility of multiple human remains.

## 5.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 5.6.1 Existing Setting

The geologic setting of the project area is based on existing reports and maps, including the City's General Plan, U.S. Geological Survey (USGS) and California Geological Survey maps; and other available technical documents. The project area is located in Southern California that is a seismically active region at the junction of the North American and Pacific tectonic plates. The project area is also composed of roads and parking lots amongst steep Santa Monica mountain range terrain.

Most of the project area is located outside of fault zone areas. The project area that would experience construction activities is located approximately one-quarter mile away from the

Hollywood fault zone area, though DASH services run through roads which exist above this fault zone area, and METRO services exist beyond and through an assortment of geologic environments outside the project area (ZIMAS 2015). The fault line is east-west oriented, approximately one mile south of the project construction area (USGS 2015) and travels along the base of the mountain range. The Hollywood fault is less than 15,000 years old and is still considered active. The earthquake fault zone does not reach either the lower reaches of Western Canyon Road or the Greek Theatre parking lot locations, and is confined primarily to the areas around Los Feliz Blvd, though it does cross the Griffith Observatory DASH bus route on North Vermont Avenue, south of Los Feliz Blvd and north of Franklin Avenue.

The Section 9 parking lot is not located within any liquefaction or earthquake-induced landslide zones, however the parking lot is surrounded by areas of potential geologic hazards. The Greek Theatre parking lots, along with a majority of Vermont Canyon Road are almost entirely located within a large liquefaction zone. Western Canyon Road and the proposed one-way loop near Griffith Observatory are all located in geologically stable hillsides interspersed with earthquake-induced landslide zones (California Department of Conservation 2014).

#### 5.6.2 Discussion

a(i) - a(iii). **No Impact.** Proposed project improvements would be confined to existing road corridors of Griffith Park and previously disturbed areas of existing right-of-ways, with minimal physical improvements to these areas. No habitable structures are proposed and limited improvements such as striping of parking areas and new parking stations would have limited potential for damage from seismic activity or landslides. Further, damage to such improvements would not create impacts to public health or safety. Finally, the project would not increase overall visitation to the Park, and thus would not increase public exposure to seismic hazards. Similar, project improvements are confined to steep ridges and hillsides not generally prone to liquefaction which is generally confined to unconsolidated fill overlying wetlands or historic wetland or peat soils. The proposed project, therefore, would result in a less than significant impact to earthquake faults or seismic shaking.

a(iv), b, & c. **Less than Significant.** Potential landslide ground failures, soil erosion, and unstable soils occur on steep slopes and represent a risk sporadically throughout the project area. While the project area mountainsides are generally covered with trees and chaparral which maintain the integrity of the slopes, seismically induced slope failure, mudslides and slope failure during heavy rainfall events (especially post fire) may cause slope failures in this area. Nevertheless, the proposed project would be confined to existing roadways of Griffith Park and previously disturbed areas of existing right-of-ways. Although the proposed project would introduce limited improvements to the area, these would not affect potential for landslides and would create only minor potential for increased erosion. The proposed project would result in a less than significant impact to seismic-related ground failure.

d. **No Impact.** No buildings would be constructed as a part of the proposed project, and minimal physical improvements would be implemented. No impact to life or property due to expansive soils would occur as a result of implementing the proposed project.

e. **No Impact.** Though the project area is served by the City's sewer system, the proposed project would not include the use of any septic tanks or alternative wastewater disposal systems. The proposed project would not increase visitation to the Park and there would be no increase in demand for wastewater disposal. Therefore, there would be no impact.

## 5.7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 5.7.1 Existing Setting

Global climate change can be measured by changes in wind patterns, storms, precipitation, and temperature. Scientific consensus has identified human-related emissions of greenhouse gases (GHGs) above natural levels is a significant contributor to global climate change. GHG are substances that trap heat in the atmosphere and regulate the Earth's temperature, and include water vapor, CO<sub>2</sub>, methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ground level ozone, and fluorinated gases, such as chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), and halons. The potential impacts of climate change include severe weather patterns, flooding, reduced quality and availability of water, sea level rise, and beach erosion. Primary activities associated with GHG emissions include transportation, utilities (e.g., power generation and transport), industry, manufacturing, agriculture, and residential. End-use sector sources of GHG emissions in California are as follows: transportation (37 percent), industry (23 percent), electricity generation (20 percent), agriculture and forestry (8 percent), residential (7 percent) and other (5 percent) (ARB 2015).

Assembly Bill (AB) 32 is a California State Law that establishes a comprehensive program to reduce GHG emissions from all sources throughout the state. AB 32 requires the California Air Resources Board (CARB) to develop regulations and market mechanisms to reduce California's GHG emissions to 1990 levels by 2020, representing a 25 percent reduction statewide, with mandatory caps beginning in 2012 for significant emissions sources. The 2015 Energy Report Card for the County of Los Angeles accounted for building energy, on-road transportation, stationary sources, solid waste, water conveyance, ports, off-road transportation, wastewater treatment, agriculture, and the Los Angeles World's Airport. Total existing emissions in 2010 were estimated at approximately 99,134,526 metric tons CO<sub>2</sub>e (carbon dioxide equivalents). Building energy accounted for 39.2 percent of emissions, followed closely by transportation that represented 33.5 percent. Stationary sources, solid waste, water conveyance, and ports accounted for 19.7 percent, 4.4 percent, 1.1 percent, and 1.1 percent respectively. Off-road transportation, wastewater treatment, agriculture, and Los Angeles World's Airport each accounted for less than 1.0 of emissions. Total per capita GHG emissions from the County in 2010 were approximately 10.1 MT CO<sub>2</sub>e per person, compared to 12.3 MT CO<sub>2</sub>e per person for the state (Institute of the Environment and Sustainability 2015).

As mentioned in Section 5.3, *Air Quality*, the project site is located in the City of Los Angeles that is within the South Coast Air Basin. The Basin is an area of high air pollution potential as it is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. This topography traps the air and its pollutants in the valleys or basins below. The major sources of GHG emissions in the vicinity include motor vehicles and



building energy needs, as well as the construction and maintenance of buildings, streets, and infrastructure.

The SCAQMD has not yet approved a threshold of significance for GHG emissions. The significance threshold considered in this document is based on the work of the California Air Pollution Control Officers Association (CAPCOA). CAPCOA investigated a variety of analytical procedures and ranges of what would be considered significant for a project, and suggests a conservative screening criteria threshold of 900 million tons per year of CO<sub>2</sub>e (MT/yr CO<sub>2</sub>e) for a development project to be considered potentially significant. CAPCOA notes that a zero threshold would be appropriate for global, cumulative effects from greenhouse gases. Due to the current global situation, any addition of greenhouse gas emissions could be considered significant. Other thresholds that could be used and have been considered outside of SCAQMD thresholds include a 10,000 MT/yr CO<sub>2</sub>e measurement by the Market Advisory Committee, or the highest considered threshold of 50,000 MT/yr CO<sub>2</sub>e by CAPCOA for large-scale construction projects. As land uses within Griffith Park are for natural open space, the most conservative threshold option of 900 MT/yr CO<sub>2</sub>e is appropriate (CAPCOA 2008).

#### 5.7.2 Discussion

a-b. **Less than Significant.** The proposed project would primarily generate increased GHG emissions over the short term related to operation of construction equipment. The total emission from project construction was modeled using CALEEMOD projections for 2016, the anticipated year of construction (Attachment 2). Though future actions on Western Canyon Road do not have a definite installation date due to occurring after completion of improvements to Los Feliz Blvd, potential emissions from these actions were included within the 2016 estimated and modeled time frame and provide a reasonable worst case emissions estimate. Emissions from construction would consist of mobile sources such as haul trucks and other construction equipment. The total estimated emissions from construction activity would be 186.92 MT/yr CO<sub>2</sub>e, which is well beneath the conservative CAPCOA significance threshold of 900 MT/yr CO<sub>2</sub>e, and would likely be even less without installation of previously-proposed improvements for a “Mt. Hollywood Drive View Point”.

For operational activities, the emission model is based on land use, and displays an emissions estimate based on acreage and minimal land disturbance; however, it was not possible to estimate operational emissions, due to the unforeseen outcomes of traffic, public transit service, and eventual shuttle operations after the project is complete. Without further extensive traffic studies, estimating operational GHG emissions using CALEEMOD would be highly speculative.

Further, the potential operational GHG emissions associated with implementation of the proposed project would depend largely on the change in vehicle use of the access roads and parking lots as a result of the recirculation plan. While the Griffith Park access roads do not directly emit GHGs, the circulation layout dictated by the road striping affects the use and duration of GHG-emitting automobile engines on the roadways. Operational and circulation changes as a result of restriping and implementation of improved public transit service and the eventual shuttle service are expected to reduce the amount of time spent looking for parking and reduce the number of cars causing congestion on the access roads.

As discussed in Section 5.16, *Transportation/Traffic*, project implementation would not increase Park visitation and the average daily and peak hour trips generated by activities affected by the project, particularly visitors to Griffith Observatory. Visitors using Western Canyon Road and Vermont Canyon Road would experience improved access to newly striped parking spots adjacent to Griffith Observatory reducing potential idling. Considering that DASH buses provide

a transportation option for up to 43 individuals and would have the capability to provide a frequency of up to three times per hour, approximately 21 vehicles per trip (conservative estimate of two people/vehicle), or more than 756 vehicles per day, could be removed from the Griffith Park access roads within DASH operational hours with 100 percent utilization. In addition, visitors utilizing remote parking lots and the eventual shuttle service are estimated to take more than 25 GHG-emitting vehicles off the Griffith Park access roads per hour, or more than 425 vehicles per day within the Park's operating hours. The reduction of automobile congestion from both increased DASH services and implementation of a shuttle service would result in an overall reduction of GHG emissions.

Utilization of the free or low cost shuttle, increased DASH service, and higher Griffith Observatory access awareness within METRO services would also be in line with City goals for greater use of public transit opportunities, reduction in the use of automobiles, and thus an overall reduction of GHG emissions. The construction emissions would be short-term and the operation emissions would be minimized. As such, the project would not emit considerable amounts of GHG in conflict with any plan or policy or cause extensive impacts to the environments. Therefore, impacts related to GHGs would be considered less than significant.

## 5.8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 5.8.1 Existing Setting

The project site has supported open space land use since donation of the Park to the City. According to the State of California EnviroStor Database compliant with Government Code §65962.5, there are no current known hazardous waste clean-up sites within the project area.

However, the project site may support limited potentially hazardous materials such as lead-based paint due to the age older facilities, and asphalt-based contaminants within paved roads. The nearest cleanup sites are tiered permit sites and federal and state response sites with no further action required located approximately 1.0 miles south and 1.5 miles east from the project site (California EnviroStor 2015).

The closest public schools to the project area are Cheremoya Avenue, Grant, Los Feliz, and Franklin Avenue Elementary Schools all approximately one mile to the south (Google Earth Pro 2015). The project site is not located in the vicinity of any public or private airstrip or airport land use plan area. The nearest airport to the project area is Bob Hope Airport, located approximately 5.0 miles to the northwest; however, the project area is not located within its area of influence (Los Angeles County 2009).

Griffith Park is located in operational disaster management area "H" as described in the 2015 *Los Angeles County Operational Area Emergency Response Plan (OAERP)* that gives guidance for emergencies including hazards and threats such as a major earthquake, hazardous material incident, wildland fire, flooding, mudslide, landslide, major air crash, civil unrest, transportation, and terrorism threat. The OAERP additionally outlines management, operations, planning, logistics, finance, recovery, and supporting documentation for the implementation of the plan (Los Angeles County 2015a).

The 2015 OAERP notes that the Santa Monica and San Gabriel Mountains, which includes Griffith Park, are known for the "chaparral-urban interface" between dry vegetation and surrounding urban development. The mountains are subject to dry conditions, seasonal 40 to 50 mile per hour winds, and high temperatures of over 90 degrees that contribute to a much higher threat of wildfire year-round (Los Angeles County 2015a). In addition to high fire hazards associated with wildland vegetation, the project area supports steep slopes potentially prone to slope failure such as landslides and mudslides, especially in burned areas.

#### 5.8.2 Discussion

a-b. **Less than Significant.** Project construction would extend up to three months and typically would require short-term activities involving potentially hazardous materials, including transportation and use of fuel, oil, sealants, paints, and other common hazardous materials. Short-term uses of limited quantities of hazardous materials would be confined to construction areas and within existing roadways and right of ways. The use of potentially hazardous materials would be regulated by health and safety requirements under federal, state, and local regulations, including handling, storage, and disposal of the materials, as well as emergency spill response. Compliance with the regulatory codes and existing hazardous materials programs would ensure that impacts would be less than significant.

c. **Less than Significant.** There are no existing or proposed schools within the project area. The nearest public school facilities are at least one mile away from any construction or most operational activities of the proposed project. The increased DASH bus service would travel along North Vermont Avenue, approximately 200 feet east of Los Feliz Elementary School. However, this is an existing and used transit route and the increase in bus traffic may be partially offset by decreased private vehicle travel and the limited increase in bus traffic would not substantially affect the school beyond existing hazards from buses and vehicles travelling along the roads. Construction and operation of the project would not create a hazard through the release of hazardous materials, routine use, transport, or handling of any notable quantities of hazardous materials. Further, as discussed above in Section III, *Air Quality*, construction of the project would involve the use of diesel construction equipment, but none of these emissions would be generated

at levels that are considered hazardous. Therefore, potential impacts associated with the handling or emission of hazardous materials within a quarter-mile of an existing or proposed school would be less than significant.

d. **No Impact.** The project site is not listed on any databases where releases of known hazardous materials have occurred, and is not listed as a site containing historical or existing underground storage tanks, gasoline stations, or drycleaners. The nearest known hazardous materials sites are located more than one mile away. The proposed project operations do not anticipate interaction with hazardous waste sites or producing materials that may require the use of hazardous waste site services. Therefore, no impact would occur.

e-f. **No Impact.** The closest airport to the project site is the Burbank Bob Hope Airport that is located approximately 5 miles northwest of the project site. The project site is not located in the area covered by an airport land use plan or located within two miles of the project site. The project does not involve placing people in proximity to aircraft operations, and no risks to life or property from airport operations could occur as a result of the project. Therefore, there would be no impact to Park visitors or worker from aircraft activities.

g. **Less than Significant.** As further described within Section XVI, *Transportation/Traffic*, the proposed project would provide an exclusive uphill access road for emergency vehicles such as fire trucks, ambulances, and police vehicles along Western Canyon Road. The street system alterations would maintain downhill evacuation roads away from wildland areas along both Western Canyon Road and Vermont Canyon Road. As the proposed circulation plan would enable greater access and easier circulation for emergency vehicles throughout the project site area and along access roads, effects to emergency response plans would be less than significant.

h. **Less than Significant.** The project area includes and is surrounded by hillsides and wildland open space that supports dense chaparral and coastal sage scrub habitats that are highly flammable with potential to be subject to major wildfires. The area is also adjacent to urbanized residential neighborhoods. The proposed project would not increase overall visitation to the Park, but would change the way that the public accesses the upper elevations of the Park through provision of shuttle service. However, such visitation to high fire hazard upper elevation areas of the Park is already ongoing and increases in fire hazards would be incremental. No smoking rules would continue to be strictly enforced by Park Rangers reducing potential increased risk for wildfire. The proposed project would continue Park practice of stationing a ranger to enforce Park policies during the busiest summer days. Section XIV, *Public Services*, expands on Los Angeles Fire Department response times to the project area site. Further, the completed, end-result circulation plan would enable greater access for emergency vehicles after alterations are made to Los Feliz Boulevard to allow Western Canyon Road to offer an exclusive uphill route on Western Canyon Road and enable easier circulation throughout the project area with the initial changes made for front-in parking on West Observatory Road and East Observatory Road. Given limited changes in overall visitation to high fire hazard areas, ongoing and planned Ranger supervision and improved access, effects would be less than significant.

## 5.9 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 5.9.1 Existing Setting

Regarding water quality, the federal Clean Water Act establishes the framework for regulating discharges to waters of the US in order to protect their beneficial uses. The Porter-Cologne Water Quality Act (Division 7 of the California Water Code) regulates water quality within California and establishes the authority of the State Water Resources Control Board and the nine regional water boards. For storm water, development projects are required by the State Board to provide careful management and close monitoring of runoff during construction, including onsite erosion protection, sediment management and prevention of non-storm discharges. The Regional and State Boards issue National Pollution Discharge Elimination System (NPDES) permits to regulate specific discharges. That permit requires that development projects also provide for ongoing treatment of storm water from the site, using low-impact design (LID), infiltration, or onsite reuse, to address project runoff using specific design criteria.

Griffith Park is generally supported by the Los Angeles County Storm Drain System; the nearest inlets to the drainage system are located outside the Griffith Park perimeter, outside of the project area. Natural drainage is the primary drainage means for water runoff, with the closest drain systems downhill from the project area maintained by LACFCD and the City of Los Angeles (LA County Department of Public Works 2015). Two temporarily flooded, intermittent riverine drainages cross roads located within the project area, extending from above Western Canyon Road down towards the Section 9 parking lot, and along an upper ravine across Mt. Hollywood Road. The streams are not part of the continuous riverine system, act primarily as drainage, do not make contact with other bodies of water, and do not reside above any groundwater reservoirs (California Department of Fish and Wildlife 2015). The project area exists within the northeastern corner of the Santa Monica Bay Calwater HUC8 Watershed (EPA 2015c).

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the City of Los Angeles, the project area contains one area located within a 100-year flood plain. The majority of Vermont Canyon Road is located within a one percent annual chance flood hazard zone that extends from the valley at the top bend of the road to the intersection with Hillhurst Avenue. (FEMA 2008)

Due to the distance from the ocean, the California Department of Conservation Tsunami Inundation maps for southern California do not include the Griffith Park area. No structures within Griffith Park, including the project area, would be subject to inundation. (California Department of Conservation 2015a)

### 5.9.2 Discussion

a & f. **No Impact.** No waste water discharge or modifications to discharge systems would occur with implementation of the proposed project. Therefore, there would be no impact to water quality.

b. **Less than Significant.** Limited and temporary alterations to groundwater resources would occur with implementation of the proposed project. While some water resources would be used during construction activities through activities such as power washing striped lines and cleaning the roads to prepare for restriping, the effects would be limited and non-intensive. Additionally, cleaning the acquired shuttles would utilize some water from the Los Angeles City supply, however, the cumulative effects would be minimal. Direct effects to groundwater basins would not occur, as the project area is not located adjacent to or upon any groundwater resources. No alterations would be made to the existing drainage and groundwater percolation systems, and all modifications would be implemented within existing roads and previously disturbed right-of-ways. Cumulatively, there would be a less than significant impact on groundwater supplies.

c. **No Impact.** No alterations would be made to the existing drainage or waterway systems with implementation of the proposed project. While two seasonal drainages cross Western Canyon Road, there would be no physical modifications to the existing drainage system. Therefore, there would be no impact.

d. **Less than Significant.** The proposed project would not include any re-grading or alterations to general drainage runoff within the project area. No physical modifications to the existing drainage systems would occur, and would not affect rates of flooding or drainage from heavy rain events. There would be a less than significant effect to surface runoff as a result of the proposed project.

e. **Less than Significant.** No alterations to existing drainage systems are proposed with implementation of the project. Increased use of the Section 9 and Greek Theatre parking lots in comparison to recent years is anticipated as a result of the proposed project, and would increase the amount of pollutants surface runoff. However, City drainage systems in place outside of the Griffith Park boundary would continue to handle the same rate of drainage that comes from the interior of the Park. Less than significant effects to storm water runoff and drainage systems would occur as a result of the proposed project.

g & h. **No Impact.** While much of Vermont Canyon Road is enveloped by a FEMA 100-year flood plain, no physical modifications or structures are proposed with implementation of the project within this area. Therefore, no impact would occur.

i-j. **No Impact.** The proposed project would be confined to existing roadways of Griffith Park and previously disturbed areas of existing right-of-ways. No new areas of access would be added, and no new buildings would be constructed for the proposed project. Therefore, no increased possibility of flooding would occur due to nearby dams or exposure to tsunami inundation areas, and no impact from inundation would occur.



## 5.10 Land Use and Planning

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 5.10.1 Existing Setting

Griffith Park includes approximately 4,310 acres in the northern portion of the City of Los Angeles, and is entirely designated as Open Space (OS) in the City's zoning and General Plan (ZIMAS 2015). As such, the Park is the largest area in the City exclusively intended for recreation and environmental protection. The project area currently provides access to the inner area of the Park, and enables urban users to drive the access roads to Griffith Observatory with personally-operated automobiles to utilize the outdoor activities available in the Park.

Bordering Griffith Park, the nearest land uses to the project area are in the Los Feliz and Hollywood Hills areas. According to City zoning, these neighborhoods consist of very-low and low density residential uses. Another half mile south, heavier land uses such as highway-oriented commercial and limited manufacturing begin to appear, and increase more towards the downtown Hollywood and central Los Angeles areas (ZIMAS 2015).

The Park's goals and objectives for the project area are detailed in the *Vision Plan*. Goals include highlighting the difference between the Park's nature and the City's urban environments, increasing public transit, environmentally resurfacing parking lots within the Park, and providing safety to pedestrian, cyclist, and equestrian users. Additional goals and objectives are listed in the Mobility section of the *Vision Plan* (LA DRP 2008).

The project area does not lie within the Airport Influence Area (AIA) of any airfield (Los Angeles County 2015b).

### 5.10.2 Discussion

a. **No Impact.** The project area primarily consists of existing roads amidst recreational open space. There would be no expansion of the roads, or change in the existing uses. As part of Griffith Park's *Vision*, increased public transit and providing better safety to cyclists and pedestrians would occur as a result of the proposed project. No impact to existing community connectivity is expected as a result of project implementation.

b. **Less than Significant.** The proposed project would be confined to existing roadways of Griffith Park and previously disturbed areas of existing right-of-ways. Additionally, the project would encourage additional use and access to Griffith Park's Open Space areas. The project was developed by the City of Los Angeles Recreation and Parks Department and is in line with the City's and Griffith Park's goals to encourage alternative methods of transport through promoting public transport and bicycle safety.

c. **Less than Significant.** The project would be implemented under the direction of the Los Angeles DRP that protects lands through approved habitat and natural community conservation efforts. This impact would be less than significant.

## 5.11 Mineral Resources

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 5.11.1 Existing Setting

There is one Mineral Resource Zone (MRZ) that overlaps the project area – MRZ-3. These zones respectively indicate a high likelihood for mineral deposits, though the importance of these mineral deposits cannot be determined from available data (California Department of Conservation 2013). However, no mineral resource recovery sites have been established or considered in the project area or in the surrounding vicinity (California Department of Conservation 2015b). Additionally, no oil or gas wells are located near or within the project area (DOGGR 2015).

### 5.11.2 Discussion

a & b. **No Impact.** The proposed project would not result in the loss of availability of a known or locally important mineral resource. Further, the proposed project area currently does not have active aggregate or petroleum mining operations, and given the nature of the project area, no such operations would be explored. Therefore, there would be no impact to mineral resources.

## 5.12 Noise

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 5.12.1 Existing Setting

Noise is typically defined as unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Prolonged exposure to high levels of noise is known to have several adverse effects on people, including hearing loss, interference with communications and sleep, physiological responses, and annoyance. The noise environment includes background noise generated from both near and distant noise sources, as well as the sound from individual local sources. These sources of noise can vary from an occasional aircraft or train passing by to continuous noise from sources such as traffic on a major road.

The standard unit of measurement of the loudness of sound is the Decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more useable range of numbers in a manner similar to the way that the Richter scale is used to measure earthquakes. In terms of human response to noise, studies have indicated that a noise level increase of 3 dBA is barely perceptible to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA

would be perceived as a doubling of loudness. Everyday sounds normally range from 30 to 100 dBA.

The project site is located in the center of Los Angeles, and acts as a transition area between urban city and open space within Griffith Park. Noise at the project site currently consists of the generally-congested roadway traffic along the access roads up to Griffith Observatory. The Western Canyon/Fern Dell Road and Vermont Canyon Roads experience noise from vehicles that travel into the Park. The West Observatory Road to East Observatory Road 'bend' is not currently open to public vehicles, though some Park employees and reserved parking users will infrequently use the 'bend' to gain access to the reserved lot. Sky party attendees experience infrequent noise from these vehicles.

The nearest noise sensitive land uses to the affected project site are residential homes located approximately 400 feet west of Western Canyon Road, while the closest residential sensitive receptors on the eastern side of the project site are located approximately 440 feet south from the proposed and eventual shuttle turn-around location at Boy Scout Road. The nearest location where construction equipment would be used for the implementation of pay stations is near One-Mile Tree, which is located approximately 400 feet from the nearest residential sensitive receptor. The project is not located within the vicinity of a public or private airport land use plan or influence area.

The Los Angeles Municipal Code Section 41.40 *Construction Noise* dictates regulations for construction hours as indicated in Table 5-4:

**Table 5-4 Allowable Construction Hours**

<b>Days</b>	<b>Allowed Construction Hours</b>
Monday-Friday	7:00 a.m. – 9:00 p.m.
Saturdays and National Holidays	8:00 a.m. – 6:00 p.m.
Sundays	Not permitted

The Los Angeles Municipal Code Section 112.05, *Maximum Noise Level of Powered Equipment or Powered Hand Tools*, details that the maximum noise level powered equipment may produce within a distance of 500 feet from a City residential zone is 75 dBA at a distance of 50 feet, unless compliance is technically infeasible. Technically infeasible means that the noise limitations cannot be attained during use of the equipment even with the use of mufflers, shields, sound barriers and/or other noise reduction techniques.

Construction-related noise and groundborne vibration would be generated by various types of equipment as a result of construction activities anticipated to occur in the project site. Construction noise would primarily occur during street striping removal and pay station installation. However, additional sources of noise may occur from general truck movement and unknown construction sources. The analysis of construction-related noise impacts is qualitative in nature, discussing the potential range of construction-related impacts that could potentially occur from the project site. Construction noise levels for the project are evaluated using data published by the U.S. Department of Transportation, as indicated in Table 5-5:

**Table 5-5 Noise Ranges of Typical Construction Equipment**

Construction Equipment	Noise Levels in dBA $L_{eq}$ at 50 Feet
Trucks	82–95
Jackhammers	81–98
Generators	71–83
Compressors	75–87
Concrete Mixers	75–88
Concrete Pumps	81–85
Back Hoe	73–95

Note: Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

Source: U.S. DOT. *Construction Noise Handbook* (2013)

These noise levels would diminish rapidly with distance from the construction areas, at a rate of approximately 6 dBA per doubling of distance as equipment is generally stationary or confined to specific areas during construction. For example, a noise level of 86 dBA measured at 50 feet from the noise source to the receptor would reduce to 80 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA to 74 dBA at 200 feet from the source to the receptor. The noise levels from construction at the off-site sensitive uses can be determined with the following equation from the Harris Miller Miller & Hanson Inc. Transit Noise and Vibration Impact Assessment, Final Report:

$$L_{eq} = L_{eq} \text{ at 50 feet} - 20 \text{ Log}(D/50)$$

Where  $L_{eq}$  = noise level of noise source, D = distance from the noise source to the receptor,  $L_{eq}$  at 50 feet = noise level of source at 50 feet.

Typically, groundborne vibration is of concern in urban areas when heavy construction (e.g., pile driving, major excavation) immediately abuts sensitive uses such as residences. Groundborne vibration typically does not travel far and intensity of vibration is affected by soil type, ground profile, distance to the receptor and the construction characteristics of the receptor building. While groundborne vibration is of much less concern in open space areas, the Caltrans Transportation and Construction Vibration Guidance Manual provides a method to estimate potential effects from project activities based on common human response to conditions and construction equipment. Table 5-6 indicates vibration levels at which humans would be affected. Table 5-7 identifies anticipated vibration velocity levels (in/sec) for standard types of construction equipment based on the previously established 400 foot distance to the nearest sensitive residential receptor.

**Table 5-6 Caltrans Vibration Annoyance Potential Criteria**

Human Response Condition	Maximum Vibration Level (in/sec) for Transient Sources	Maximum Vibration Level (in/sec) for Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Source: Caltrans, 2013. Transportation and Construction Vibration Guidance Manual – Table 20.

**Table 5-7 Vibration Source Levels for Construction Equipment**

Construction Equipment	Vibration Level (in/sec) at 25 feet	Vibration Level (in/sec) at 50 feet	Vibration Level (in/sec) at 100 feet
Loaded Trucks	0.076	0.035	0.017
Jackhammer	0.035	0.016	0.008

Source: Caltrans, 2013. Transportation and Construction Vibration Guidance Manual – Table 18.

5.12.2 Discussion

a-c. **Less than Significant With Mitigation.** The proposed project would create limited periods of noise and vibration from construction activities. Depending on approval and permit processing, construction for the proposed project is anticipated to begin in 2016, and eventual modifications to Western Canyon Road would occur after completion of alterations to Los Feliz Boulevard at a future date. Consistent with Section 41.40 of the Los Angeles Municipal Code, construction activities would be restricted to the hours of 7:00 a.m. to 9:00 p.m. on weekdays, 8:00 a.m. to 6:00 p.m. on Saturdays and national holidays, and no construction activities would be allowed on Sundays.

The nearest sensitive receptor to construction-related activities is located approximately 400 feet west of the nearest pay station installation location near One- Mile Tree, which would include limited disturbance within the right of way for the installation of the pay station and creation of marked parallel parking. Assuming the loudest equipment would be a back hoe or jackhammer, the loudest noise levels anticipated to occur at nearby sensitive residential receptors would be a maximum of 98 dBA at 50 feet, with a reduction to approximately 56 dBA at 400 feet, which is well within compliance for outside noise standards for a residential areas.

As shown in Table 5-7, vibration from loaded trucks would have the highest chance of affecting noise sensitive areas. However, at 100 feet these vibrations are almost imperceptible, by the criteria indicated in Table 5-6. At the installation planned for the One-Mile Tree pay station location, 400 feet away from noise sensitive land uses, these vibrations would be imperceptible.

The proposed project operations would also result in usual transportation of shuttles, buses, and automobiles along Western Canyon/Fern Dell Roads and Vermont Canyon Road. Increases of up to three CNG powered DASH buses per hour (up to 36 per day) transiting residential streets outside of the Park could incrementally increase noise along these roadways. However, while the limited number of bus trips would not measurably alter existing noise levels, such buses could create nuisance noise in these neighborhoods, particularly during quiet periods between 9 p.m. and cessation of service at approximately 10 p.m. Further, these roads would not experience an unmanageable increase in the number of average daily trips, as further described in Section XVI, *Transportation/Traffic*. Noise along Vermont Canyon Road would incrementally increase after alterations are made to Western Canyon Road due to the potentially increased number of vehicles transferred from Western Canyon/Fern Dell Road, however cars along the Vermont Canyon Road roadway would not be idling or sitting at a traffic center for an increased amount of time. Sky party users on Griffith Observatory lawn would experience slight incremental noise disturbance from vehicles travelling along the West to East Observatory Road 'bend', as the road does not allow for high speed travel that may cause excessive noise.

Therefore, the noise that is anticipated to occur from both construction and operations would be nominal to nearby sensitive noise receptors, and would not cause a substantial increase in noise for any extended period of time. Following Sections 41.40 and 112.05 of the Los Angeles Municipal Code, in addition to Mitigation Measure N-1, would reduce the potential impacts to less than significant with mitigation.

*Mitigation Measure N-1: Construction Noise Management Plan.* A Construction Noise Management Plan shall be prepared by the Department of Recreation and Parks. The Plan would address noise and vibration impacts and outline measures that would be used to reduce impacts. Measures would include:

- To the extent that they exceed the applicable construction noise limits, construction activities shall be restricted to between the hours of 7:00 a.m. and 9:00 p.m., Monday through Friday, and between the hours of 8:00 a.m. and 6:00 p.m., Saturdays and National Holidays, in accordance with Section 41.40 of the Los Angeles Municipal Code.
- The construction contracts shall require implementation of the following construction best management practices (BMPs) by all construction contractors and subcontractors working in or around the project sites to reduce construction noise levels:
  - The contractors and subcontractors shall ensure that construction equipment is properly muffled according to manufactures specifications or as required by the City's Department of Building and Safety, whichever is the more stringent.
  - The contractors and subcontractors shall place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.

**d. Less than Significant.** Project implementation would result in an incremental changes to operational traffic patterns and noise within the project area, and increase short-term noise levels and groundborne vibration from construction activities. Temporary construction noise impacts would primarily be generated from road stripe removal and pay station installation, which would take place throughout the project site. The City requires appropriate noise reduction and management measures during construction activities, including use of Best Management Practices (BMPs) and conformance with City policies such as restricted hours for construction operations that would maintain temporary noise impacts to an acceptable level. Therefore, impacts would be less than significant.

**e-f. No Impact.** The closest airport to the project site is the Burbank Bob Hope Airport that is located approximately 5 miles northwest of the project site. The project site is not located in the area covered by an airport land use plan or located within two miles of the project site. The project does not involve placing people in proximity to aircraft operations, including noise and vibration occurrences. Therefore, no impacts from aircraft noise would occur.



### 5.13 Population and Housing

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 5.13.1 Existing Setting

The number of people that currently have access to Griffith Park is substantial. The 2013 population estimate for the City of Los Angeles is 3,884,307 inhabitants, and Los Angeles County with a population of 10,053,995 (U.S. Census Bureau 2015). The attendance to Griffith Observatory averages at about 1.7 million people per year. Additionally, the unemployment rate in Los Angeles is higher than the national average, with the Bureau of Labor Statistics (BLS) reporting an unemployment rate of 7.3 percent for the Los Angeles – Long Beach – Glendale, Metropolitan Statistical Area in May 2015 compared to 6.4 percent for the State of California and 5.5 percent nationwide (BLS 2015). Free admittance to the Park is a crucial factor to equal opportunity attendance, especially for socioeconomically disadvantaged population groups in the region.

The roads and parking lots within the project area are already established, and are not used as access to residential neighborhoods, though residential areas are located adjacent to the project area extending from the southeast to the southwest. There are no residential land uses within the project area (ZIMAS 2015).

Lastly, the Housing Element of the City's General Plan notes that no socioeconomic group should disproportionately be affected by the potential environmental effects of industrial and commercial projects (Department of City Planning 2002).

#### 5.13.2 Discussion

a, b & c. **No Impact.** The existing land use in the project area is exclusively Open Space, and located next to very-low density residential housing. In addition, the project would not establish new housing or extend any roads. No housing would be demolished, and there would not be any displacement of people. The initial DASH service improvements would increase the frequency of buses travelling to and from the existing and unmodified Vermont/Sunset METRO station, which would incrementally increase the amount of buses travelling through City residential areas by two or three buses per hour. However, this increase would have no effect on population growth, as the bus stops are already in use, the area is very densely developed, and the primary focus of the DASH route would be for access to an Open Space area and Griffith Observatory without the potential for residential development. The eventual shuttle route would not pass through any residential areas, and would similarly have no effect on population growth. As people who visit

the Park come from all socioeconomic classes in the Los Angeles area, no group would be disproportionately affected by the environmental effects of this project. Cumulatively, the proposed project would not affect population or housing located within the project area and there would be no impact.

## 5.14 Public Services

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 5.14.1 Existing Setting

The Los Angeles Fire Department (LAFD) provides fire protection services as well as emergency medical (paramedic) services within the City. Los Angeles City has 106 stations that provide the community with emergency response services. The LAFD has approximately 3,246 personnel, of whom 1,018 are sworn firefighters. Los Angeles Fire Department Station No. 82 is the first-response station as it is located nearest to the project site, approximately 0.8 miles southwest at 5769 Hollywood Boulevard. The second nearest station is located approximately 1.5 miles southeast of the project area, Los Angeles Fire Department Station No. 35 at 1601 Hillhurst Avenue (Los Angeles Fire Department 2015). Both of these stations currently hold an average response time of approximately 6 minutes (Los Angeles Fire Department 2015). Based on a study by the Los Angeles Times Data Desk, which analyzed over one million responses over five years, the average response time to the Griffith Observatory area was estimated at around 14 minutes, 29 seconds (Los Angeles Times Data Desk 2015).

City of Los Angeles Park Rangers, under the Department of Recreation and Parks, provide first response protection for Griffith Park. In addition, City Police Officers in the Office of Public Safety, under the Department of General Services, patrol the City's 400+ parks, including Griffith Park and the Hollywood Sign among other City facilities. Local Rangers around Griffith Observatory would be first responders to any safety incident. Headquarters for the park rangers are located at the Griffith Park Visitor's Center, Park Rangers at 4730 Crystal Springs Drive in the eastern region of the Park, approximately 4.4 miles away from Griffith Observatory via Los Angeles City surface streets. (LA DRP 2015b).

The Los Angeles Police Department (LAPD) provides police protection services within the City, just outside of the project boundary. The surrounding neighborhoods are served between the Hollywood Community Police Station, located approximately 1.8 miles southwest, and the Northeast Community Police Station that is located approximately 2.5 miles east of the project area (LAPD 2015).

The Los Angeles Unified School District (LAUSD) provides public school education to the neighborhoods adjacent to the project area. The LAUSD has over 1,200 schools throughout the district, with more than 900,000 enrolled (Facilities Services Division 2015). The four closest public schools to the project area are Cheremoya Avenue, Grant, Los Feliz, and Franklin Avenue

Elementary Schools, which are approximately one mile south of the project area. Neither Griffith Park nor the project areas support any residential population that use LAUSD schools.

#### 5.14.2 Discussion

**a-b. Less than Significant.** Fire department response times to the base of the Park access roads are in noncompliance of Los Angeles standards. Additionally, response times to Griffith Observatory are more than double the standard time expected within the City of Los Angeles. While response times would not be improved to the level of Los Angeles response time standards, it should be noted that the reconfiguration of the surrounding roadway network and parking scheme would reduce congestion within the Park facilitating better access for emergency vehicles. Once traffic flow alterations are made to Western Canyon Road after completion of Los Feliz Boulevard improvements, allowing exclusive access to shuttle and emergency vehicle traffic on the uphill side of Western Canyon Road would enable more rapid access for emergency vehicles up to the Griffith Observatory and Mt. Hollywood Drive roads. Upon initial implementation of the project, and over the long-term after modifications are made to Western Canyon Road, limited congestion may still remain in the immediate vicinity of Griffith Observatory along the proposed one-way road system for the 0.4 mile length between the Western Canyon Road/West Observatory Road intersection and Griffith Observatory. However, one-way access would correspondingly enable quicker access times on this route, as further detailed in Section XVI, *Transportation/Traffic*. Project construction would consist of short-term activity, in which traffic control plans may require coordination with park rangers. Therefore, the project would have a less than significant impact on safety and emergency services.

**c & e. Less than Significant.** Construction aspects of the proposed project would be confined to existing roadways of Griffith Park and previously disturbed areas of existing right-of-ways. No new residential buildings would be constructed as a part of the proposed project, and thus would not directly increase new permanent populations that may require public facilities or services such as schools, additional parks, or additional employment opportunities. As any increased demand for access to the Park would be small and indirect, the proposed project would have a less than significant effect.

**d. Less than Significant.** As described within Section 2, *Project Description*, the project would involve slightly altered, and an increased amount of, public facilities in the form of an increased frequency of existing DASH services, installation of pay stations, and the establishment of up to seven bus/shuttle stops on the access roads which lead up to Griffith Observatory. Environmental impacts pertaining to the construction and operation of these facilities are discussed throughout this IS/MND, and specifically addressed within Section 5.3, *Air Quality*, Section 5.4, *Biological Resources*, Section 5.12, *Noise*, and Section 5.16, *Transportation/Traffic*, none of which were found to contain significant and unavoidable impacts. Also, the introduction of pay parking will require additional enforcement duties. However, revenue from parking fees would help support the additional enforcement duties, and make the effects of implementing this project less than significant.

## 5.15 Recreation

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially conflict with the area's established recreational uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 5.15.1 Existing Setting

The City of Los Angeles has over 400 established parks, with Griffith Park being the largest of these parks. The project area is entirely contained within this Park that provides 4,310 acres of natural undeveloped open space and parkland, including recreational facilities such as golf courses, a bird sanctuary, mountain trails, Griffith Observatory, picnic tables, and landmarks such as the Hollywood Sign. As such, Griffith Park is one of the most significant recreational destinations in the Los Angeles Basin.

Griffith Park receives millions of visitors annually. During peak periods, existing roads within the Park are impacted by thousands cars daily along sometimes narrow Park roads. The primary project area in higher elevations along upper Vermont Canyon Road, Western Observatory Road, upper Western Canyon Road and Mt. Hollywood Drive includes several recreational facilities and destinations: Griffith Observatory, several trail heads, and a number of picnic areas. As such the project area is used by a variety of user groups such as picnickers, hikers, cyclists, horseback riders, Hollywood Sign enthusiasts and night-sky watchers. Recreational amenities in lower elevation areas near Park entries along Vermont Canyon Road and Western Canyon Road include the Greek Theatre, Roosevelt Golf Course, tennis courts, and several well developed picnic grounds and parking lots, such as Fern Dell.

On busy days, public demand is high for all of these facilities, creating substantial vehicular traffic along Park roads. Demand for parking, particularly at the Griffith Observatory parking lot and along West Observatory Road, upper Vermont Canyon Road, and upper Western Canyon Road, substantially exceeds existing supply of an estimated 488 road-shoulder parking spaces as well as 100 more spaces in the Griffith Observatory lot. This causes congestion and delays in the project area as visitors search for parking. Existing parking is detailed in Table 5-8:

**Table 5-8 Estimate Existing Road Shoulder Parking\***

Roadway	Existing Spaces
West & East Observatory Road	151
Western Cyn Rd	337
Mt. Hollywood Dr	12
<b>Total</b>	<b>488</b>

\*Iteris, 2015

During peak periods, DRP employs Rangers and other recreational staff to guide traffic or even close vehicular access to upper elevation areas. Such congestion diminishes the recreational users experience through delays and the presence of traffic jams and idling cars. Further, heavy pedestrian and bicycle traffic is intermingled with vehicular congestion. More remote parking lots at lower elevations such as the Section 9 lot in Fern Dell Canyon and Greek Theatre parking lots are less heavily used during these peak visitor hours.

Griffith Observatory is a primary visitor destination within the project area, attracting visitors from around the world, school groups and the general public who come to see the landmark building, visit the observatory and enjoy unparalleled views of the Los Angeles skyline. The telescope and lawn are also used for public star gazing activities approximately 310 nights per year, until 10:00pm at usual closing time. Additional telescopes are added on the lawn for public viewing, which also enables ADA accessibility during these viewings.

Mt. Hollywood Drive is also a major destination, primarily by visitors seeking views or photographs of the iconic Hollywood Sign. Access along this road is currently limited to emergency vehicle, bicycle, and pedestrian traffic. Primary users include those seeking views of the Hollywood Sign, cyclists riding Park back roads and hikers. There are currently no established view points along this road for viewing the Hollywood Sign; however several locations, particularly a bend in the road at the water tank trail have become visitor-preferred viewing locations.

Informal picnic areas that are developed with benches and trash receptacles are present along the perimeter access roads and inner loop of the project site. The picnic areas provide outdoor areas for parties, group gatherings, family picnics, and a myriad of other uses. At least four picnic areas are present on Vermont Canyon Road, at least two picnic areas are located on Western Canyon Road, and one is located at the intersection of Western Canyon Road and West Observatory Road.

Hikers utilize the hiking trails that weave through the ridgelines and valleys within the project area, and extend outwards into the interior of the Park. At least six trailheads begin from existing parking lots and curbside parking locations, including Lower and Upper West Observatory Trail, Boy Scout Trail, Poison Oak Trail, Mt. Hollywood Trail, Aberdeen Trail, and the Bird Sanctuary nature trail.

Cyclists primarily use the paved surface streets and access roads of Griffith Park. Uphill travel takes place on Vermont Canyon and Western Canyon roads that are currently not marked to include cyclists. Cyclists may also pass through the tunnel from Vermont Canyon Road or turn from Western Canyon Road onto Mt. Hollywood Drive. This continued uphill road reaches the interior of the Park and winds around valleys and ridges for scenic cyclist views. Cyclists may then use the same routes in the downhill direction. The downhill cyclists can reach speeds upwards of 30 miles per hour down these roads. Travel on the West Observatory Roads frequently hampers cyclists by congestion from automotive and pedestrian traffic. The road is not currently

marked or signed for cyclists. However, East Observatory Road is marked for cyclist traffic and remains mostly clear for safe passage.

At least nine services provide horseback riding opportunities for Griffith Park, including both horse and pony rides and rentals (Yelp 2015). The horse tours generally stay confined to existing dirt trails, experiencing interactions with hikers and off-road cyclists along Griffith Park's 54 miles of established equestrian trails. Stabled horses frequent the trails and access routes along Mt. Hollywood Drive, and especially along the northern region of the Park (City of Los Angeles 2001b).

There are no fees for admission to Griffith Park, Griffith Observatory, trails, or picnic areas and all parking is currently free. The *Vision* for Griffith Park maintains that visitation to the Park, recreation within the Park, and enjoyment activities would be free of charge to users in perpetuity. Additionally, the *Vision* advises that "fee-based activities [be] kept to the status quo and such charges held to the minimum necessary for continued operation", and that "Griffith Park's established recreational uses and users be recognized and that the City avoid their displacement" (LA DRP 2008). Nevertheless, high demand, congestion and lack of parking effectively delays or limits access to the Observatory and upper elevation areas during peak periods. Road closures and traffic management required to address major congestion further limits such access, and can delay or even prevent planned family outings to facilities at the upper elevations of the project area. At a minimum, peak period congestion can diminish the recreational experience for Park users.

#### 5.15.2 Discussion

The proposed project would include circulation and parking management improvements designed to address serious ongoing congestion and parking management issues at Griffith Observatory and along adjacent access roads. These changes are designed to improve access to Park facilities by reducing congestion, managing limited available parking at the Observatory and along adjacent access roads. The intent is to improve and the recreational experience of user groups through reducing congestion, and promoting visitor access through immediate improvements to existing DASH services and the eventual use of a free or low cost shuttle system for those parking in remote parking lots along lower Vermont Canyon Road, under immediate project implementation and DASH service improvements, and Western Canyon Road, after completion of improvements to Los Feliz Blvd and installation of the Loop Shuttle. The immediate DASH service improvements and eventual shuttle system funding would be assisted by implementing paid parking at the Observatory and along adjacent roads. Impacts to recreation from these changes are discussed below.

**a. Less than Significant.** The proposed project would reduce currently high levels of congestion at Griffith Observatory parking lot and along adjacent road, which are impacting both Park facilities and resources and the recreational user experience. Roadway surface deterioration and trampling of adjacent vegetation would be reduced through provision of more orderly parking and reduction in congestion. Provision of remote parking at the lower Greek Theatre parking lots, immediate improvements to existing DASH services, and implementation of a free to low cost shuttle service would reduce the number of cars using the roadways up to Griffith Observatory, and thereby reduce congestion and damage to parking facilities, and improve the recreational user experience.

Provision of improved DASH services and eventual regular shuttle service to and from remote lots would reduce congestion and damage to Park facilities along Western Observatory Road, upper Western Canyon Road, and Vermont Canyon Road. Ongoing Ranger supervision during peak periods and implementation of fencing, trash receptacles, and benches would reduce or

avoid damage to Park resources and facilities. Therefore, these changes would result in less than significant impacts.

b. **Less than Significant.** The proposed project would include installation of solar powered pay stations and restriping of roadways and parking areas. These improvements would occur within the existing road corridors with limited potential for adverse physical effects. All improvements would be confined to disturbed areas and little or no native vegetation removed. As discussed elsewhere in this IS/MND (e.g., biological resources), adverse physical effects would be less than significant.

c. **Less than Significant.** The proposed project would entail striping and designation of both parallel and angled formalized parking spots along Western Canyon Road, Vermont Canyon Road, East and West Observatory Roads; East Observatory Road would be opened up to public parking. Overall, these changes would result in an estimated net decrease of approximately 208 available parking spaces along these roads, as indicated in Table 5-9. In addition, free parking along these roads and at the Observatory parking lot would be eliminated, and replaced with paid parking opportunities. These fees would assist funding the improved public transit services and eventual shuttle service, which when combined with new fees and more orderly parking, would reduce congestions in these areas. These changes would impact established recreational uses in a number of ways.

**Table 5-9 Existing vs. Proposed Parking Conditions\***

Roadway	Existing Spaces	Proposed Spaces	% Reduction
West & East Observatory Roads	151	150	0.01%
Western Canyon Road <sup>1</sup>	337	130	61%
Mt. Hollywood Drive	12	0	100%
<b>Total</b>	<b>488</b>	<b>280</b>	<b>43%</b>

\*Iteris Traffic Study estimates, 2015 (Attachment 1)

<sup>1</sup>Implemented after completion of Los Feliz Blvd adjustments

Overall, the change in access to Griffith Park facilities and impacts to established recreational uses through implementation of the proposed project are difficult to quantify. Decreases in available parking would indirectly limit automobile access to the project area, potentially impacting established recreational users. There would also be a perceived loss of convenience for some visitors by having to park remotely and transfer to the increased public transit services along Vermont Canyon Road or the free to low cost shuttle, both of which would require extra action by visitors before enjoying the Park. These real and perceived changes in convenience would be offset by more reliable parking availability in the remote parking lots rather than the current free-for-all and congested parking conditions near the top of the access roads. This would be especially true during peak periods where visitors must search for open parking spaces under congested conditions, or experience road closures due to overflowing parking and congestion. When fully implemented, the proposed project would likely reduce ongoing congestion and limit needed road closures and potentially improve overall access to this area of the Park, even with some real or perceived loss in convenience due to reductions in the overall number of parking spaces on affected roads. Therefore, due to availability of remote parking and free or low cost shuttle service, this decrease in available parking in the project area would not significantly disrupt established recreational uses.



Charging for vehicle parking may also conflict with established recreation uses of the project area, especially for lower income user groups who may be unable to afford parking fees. Assuming an average time spent visiting the Observatory, hiking or picnicking of approximately two to three hours, visitors may need to pay higher prices for the duration of their visit. Fees may deter lower income individuals from using paid parking closer to the Observatory for prolonged periods of time. These groups may prefer to use the free parking lots at the lower Greek Theatre and free angled lower Vermont Canyon Road locations, and ride DASH services or the eventual shuttle to the project area. However, transit dependent individuals who often consist of elderly and lower income households, would benefit from improved public transit service. Also, as parking along Western Canyon Road would remain free until completion of improvements to Los Feliz Blvd, these groups may also decide to park along this roadway instead of closer Griffith Observatory parking opportunities until changes to Western Canyon Road would be implemented. Incremental delays or perceived inconvenience to Park visitors may occur through the use of these remote 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 as well as Park users overall experience. Therefore, the proposed project would not substantially conflict with established recreation uses of the area or disproportionately impact lower income users.

Accessibility to Park facilities would remain free for visitors using the lots along Vermont Canyon Road and Western Canyon Road. These users will continue to be able to use well developed picnic facilities, green space and access trails for free. These users could also walk or ride bikes into upper areas of the Park or utilize the improved public transit services and the eventual free or low cost shuttle system to access the Observatory or other upper elevation areas. This change in traffic management approach would address serious management issues and degradation of Park facilities and visitors' experience under current peak period conditions. Therefore, given continued free access to well-developed Park facilities and provisions for access to the Observatory and other higher elevation areas, effects of the project on recreational uses would be less than significant.

## 5.16 Transportation/Traffic

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 5.16.1 Existing Setting

The proposed project area is located near the southern border of Griffith Park, adjacent to Los Feliz area neighborhoods located off of lower Vermont Canyon Road and the Los Feliz Estates, and the Oaks neighborhoods located off of Fern Dell Drive and lower Western Canyon Road. Both Vermont Canyon Road and Western Canyon Road provide the only access to the project area from surrounding City streets such as Los Feliz Boulevard, Vermont Avenue, and Fern Dell Drive. As discussed below, although generally carrying moderate traffic volumes overall, these roads can experience substantial congestion during peak Park use periods. All physical project improvements are located entirely within Griffith Park.

A traffic study was prepared to evaluate the potential impacts to the traffic and circulation system that serve the project site (see Appendix 1, Iteris 2015). This study addresses existing road conditions, traffic levels and parking as well as the effects of proposed project modifications to circulation and parking on traffic congestion, internal Park circulation, pedestrian and bike facilities and users, and parking facilities. Please refer to the Traffic Study (Attachment 1) for detailed

analysis of transportation related issues. While parking is no longer assessed under transportation within CEQA, its effects are essential to visitor enjoyment and accessibility to Park facilities, and is addressed in Section XV, *Recreation*.

Additionally, a key provision of SB 743, passed in September 2013, is the elimination of vehicle delay and level of service (LOS) as a CEQA significance criterion in urban areas. The basic reason for this change at the State level is the recognition that there can be conflicts between improvements that benefit automobiles versus those that benefit other modes of transportation in urban areas (e.g., widening streets to improve automobile LOS can often be to the detriment of pedestrians), that continued reliance on automobiles is at odds with state objectives to reduce GHGs (through reductions in vehicle miles of travel), and that mitigation for increased vehicle delay often involves measures which may increase auto use and discourage alternative forms of transportation. When employed in isolation, LOS can lead to ad hoc roadway expansions that deteriorate conditions on the network as a whole, or discourage transportation improvements that improve street function overall by providing better level of service for vehicles, but decreasing service for transit pedestrians or bicycles. As level of service determinations often promote wider roads with increased effects to the environment, public health, and fiscal impacts, alternative transit solutions and adherence to the congestion management program are encouraged by the City of Los Angeles to alleviate congested conditions and limit further effects (Los Angeles Department of City Planning 2015).

Access to the project area is available via streets stemming from Los Feliz Boulevard, including Western Canyon Road (Fern Dell Drive) and Vermont Canyon Road (Vermont and Hillhurst Avenues). Western Canyon Road and Vermont Canyon Road are two-lane roadways within the Park (Vermont tapers down from a four-lane road to a two-lane road past the Greek Theatre).

While personally-owned vehicles typically have full access along Vermont Canyon, West Observatory, and Western Canyon Roads, these roads sometimes have varied amounts of limited or restricted access due to congestion; East Observatory Road and Mt. Hollywood Drive are continuously closed to personally owned vehicles. Automobiles which travel east along Los Feliz Boulevard utilize a designated left turn lane of 120 feet in length to access Vermont Canyon road and the Park. The 120-foot designated lane, can generally accommodate approximately six cars. The stoplight does not have a dedicated left turn arrow for vehicles turning left into the Park, and so vehicles wait for west bound traffic to finish before crossing the intersection, with potential for delays during peak hour traffic.

In the vicinity of the Park, Vermont Canyon Road is a two lane residential collector road with a wide center median strip separating inbound and outbound traffic. A total of six intersections occur along the 3,000 foot long reach between Los Feliz Boulevard and the Park boundary; side street access is stop sign controlled. Posted speed limits are 25 miles per hour. Unmetered parking is permitted on both sides of the street with parking delineated by white painted line in places. Single family residential homes are located along both sides of the street with driveways spaced every 50 to 100 feet. Although the road is designed in a long elliptical curve in this neighborhood, line of sight along the roadway is generally adequate for safe driveway access, particularly given low speeds. Based on data provided in the Traffic Study, Vermont Canyon Road currently carries approximately 4,300 to 7,300 Average Daily Trips (ADT) during weekend peak periods.<sup>5</sup> Based on industry standards, the Traffic Study notes that two lane roadways such as Vermont Canyon Road have a capacity of 13,000 to 17,000 ADT for undivided and divided facilities, so although peak congestion may occur, currently traffic levels are well within overall capacity. Nevertheless,

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<sup>5</sup> Weekends are presumed to be the peak travel times for Vermont Canyon road and Fern Dell Drive/ Western Canyon Road due to park access traffic.

although DRP implements extraordinary traffic and parking demand management measures, there are ongoing traffic congestion impacts which the residents along Vermont Canyon Road experience. Greek Theatre shows and concerts can severely affect transportation along this road.

Within Park boundaries, Vermont Canyon Road transits a heavily used area of the Park for about 3,000 feet and transitions into a wide undivided three to four lane road (in places) with both parallel and angled parking along different segments primarily along the east side of the road. Multiple driveways and one large intersection are located along this stretch. This area supports the Greek Theatre, Roosevelt Memorial Golf Course, and other active Park facilities, as well as Parking Lots F and G that serve these uses, as well as the proposed project area. After transiting this area, the road begins its steep ascent to the Observatory and the primary project area, narrowing to a two lane road of approximately 35 feet in width. On-street parking is not permitted along this reach, and the road is bordered by undeveloped hillsides and several small parking areas.

Fern Dell Drive/ Western Canyon Road is a two lane park collector road with a posted speed limit of 25 mph. In contrast to Vermont Canyon Road, this roadway is wholly within Griffith Park north of Los Feliz Boulevard and is bordered by Park uses on both sides; no residences immediately border this roadway and no residential driveways access the street. A total of two intersections exist along the 2,300 foot long reach between Los Feliz Boulevard and the main areas of the Park; side street access is stop sign controlled. Unmetered parking is permitted in most areas along on both sides of the street, although red curbing is in places along narrow segments. Line of sight along the roadway is generally adequate for safe operations, particularly given low speeds. Based on data provided in the Traffic Study, Fern Dell Drive/Western Canyon Road currently carries approximately 1,200 to 1,800 ADT during weekend peak periods. Fern Dell Drive transitions into Western Canyon Road north of Parking Lot 9, which serves surrounding picnic areas and trails, before beginning its steep ascent toward the Observatory.

As set forth in detail in the project description and depicted on Figures 1 and 2, these two primary access roads meet at a circular roadway system within the primary project area, which travels through the Griffith Park tunnel and follows around to Griffith Observatory. Within the primary project area, both of these roads retain approximately 35 feet of paved width and support road shoulder parking along most reaches. Narrow road widths, unregulated road shoulder parallel parking and high demand for access to the Observatory, Hollywood Sign viewing locations, and by hikers, can cause severe congestion in this area in both traffic directions. This requires traffic management by park rangers and sometimes temporary road closures during peak periods.

Existing parking within the primary project area in the vicinity of the Observatory includes the 100 space Observatory parking lot, as well as an estimated 488 road-shoulder spaces on East and West Observatory Roads, Mt. Hollywood Drive, and along approximately 0.7 miles of Western Canyon Road (Table 5-9). These parking areas are unmarked, and the closest parking areas to Griffith Observatory during peak periods are insufficient to meet demand. In addition, public use of these parking spaces can block traffic as drivers attempt to parallel park. Drivers may also misjudge their ability to fit into a parallel space after making the effort to get into the space, and then realizing that the space is too small for their vehicle. While making this attempt to park, the vehicle is blocking traffic, which has been documented to cause substantial traffic backups along these narrow Park roads.

As described within the project area existing setting, DASH services currently serve Griffith Observatory on weekends, travelling from the Vermont/Sunset METRO station outside the project area to the Observatory, primarily along Vermont Avenue and then briefly along Hollywood Boulevard and Sunset Boulevard to turn around. More specifically, along the way from the

METRO station to the Observatory, the DASH service typically stops at approximately four stops: two outside the project area, then at the Greek Theatre and finally at Griffith Observatory. The DASH service may stop at up to ten locations along the route described above, adding two additional stops along Hollywood Boulevard. The return trip is the same. Completing a full loop (a return trip from the METRO station to Griffith Observatory and back, or vice-versa) of the service requires approximately 45 minutes.

#### 5.16.2 Discussion

Operations permitted under the project after alterations made to Western Canyon Road have the potential to increase peak hour traffic on roadways and intersections outside of the project area, such as the Western Canyon Road/Fern Dell Drive and Vermont Avenue intersections with Los Feliz Boulevard. Parking demand is largely generated from visitors during operating hours, and is confined to existing roadway shoulders and various parking lots.

a. **Less than Significant with Mitigation.** Project implementation would not conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Proposed project circulation changes would be confined within Griffith Park and would be generally consistent with the Griffith Park *Vision* for management of traffic and the eventual implementation of a shuttle program to reduce congestion within the Park. In addition, although project proposals to shift to pay parking within the project area may conflict with the letter of the *Vision* to maintain free access to the Park, project actions are required to address real issues that threaten both Park resources and visitor experience (See Section XV, *Recreation* analysis).

In terms of roadway or intersection operations, project implementation would not result in an increase in visitation to the Park with associated increases in ADTs, or peak hour trips with associated increases in congestion. However, project implementation would result in a shift in existing traffic patterns. The proposed changes to the management of Western Canyon Road after completion of improvements to Los Feliz Boulevard would result in a shift of vehicles being diverted east to Vermont Canyon Road.

Converting Western Canyon Road to a one-way outbound traffic flow for visitors after completion of improvements to Los Feliz Boulevard would divert traffic to Vermont Canyon Road throughout the day. Such diversions could potentially impact both traffic volumes on Vermont Canyon Road through adjacent residential neighborhoods and operation of the Vermont Canyon Road/ Los Feliz Boulevard intersection as discussed below.

Based on the existing traffic counts collected in January through May of 2015, traffic volumes along Vermont Canyon Road could increase by 563 to 930 ADTs depending on the time of year, or an increase in volumes over existing levels by 7% to 16% (Table 5-10). The changes would incrementally increase the daily Volume-to-Capacity (V/C) ratio of Vermont Canyon Road at its most constrained location near the Park, where one lane is provided in each direction and no divided median. A daily capacity of 13,000 vehicles per day for the two-lane roadway was assumed based on general industry standards (6,500 passenger cars per lane per hour). As roadway operations would remain well within roadway capacity, and using the above referenced daily capacity of the roadways, this increase would not result in a deficient operation based on industry standards (V/C ratio of 0.90 or higher), and would be assured via MM Trans-1. Therefore, while residents living along these roads would experience incremental increases in congestion, these would not exceed engineering standards in adopted plans or policies.

Such traffic diversions may also affect intersection operations at Vermont Canyon Road and Los Feliz Boulevard, including incremental increases in congestion, vehicle delay and increased east bound turn lane queuing, especially during summer week peak hours when the Western Canyon gate is not currently closed, which would be addressed via MM Trans-1, detailed below. While the Park routinely closes the Western Canyon Road access route at sundown and during peak Park use periods, increase in congestion, delay and queuing may be noticeable on some summer weekday periods. Morning traffic would not necessarily be affected due to the Observatory's opening time at 10 a.m. and noon, which draws an increase of vehicles after morning commuter travel times. Thus, while eventual closure of inbound Western Canyon Road may result in incremental increases of traffic utilizing the Vermont Canyon Road/ Los Feliz Boulevard intersection, this change would be confined to a limited number of summer day p.m. peak hour periods. Traffic volumes during most days would be generally consistent with current, manageable operations. Therefore, impacts would be less than significant with mitigation.

**Table 5-10 Existing and Proposed Roadway Analysis**

Roadway	ADT Volumes				
	January Weekend Avg	February Weekend Avg	March Weekend Avg	April Weekend Avg	May Weekend Avg
Vermont Cyn Rd (Existing)	7,273	7,252	4,640	5,800	4,374
Western Cyn Rd (Existing)	1,127	1,207	1,480	1,860	1,262
Diverted inbound traffic (50% of Western Cyn)	563	603	740	930	631
Vermont Cyn Rd (Proposed)	7,837	7,856	5,380	6,730	5,005
% Increase With Project	7.7%	8.3%	15.9%	16.0%	14.4%
Existing Vermont Cyn V/C	0.56	0.56	0.36	0.45	0.34
Proposed Vermont Cyn V/C	0.60	0.60	0.41	0.52	0.38

Project implementation would not adversely impact bike, pedestrian or transit systems. Regional transit, bike and pedestrian facilities would remain unaffected as project implementation would not increase Park visitation and demand for such facilities outside the Park. In addition, after completion of improvements to Los Feliz Boulevard, diversion of traffic would not substantially impact demand for transit, bike or pedestrian facilities. Additionally, as noted within Section 5.7, *Greenhouse Gas Emissions*, considering that DASH buses could reduce provide a frequency of up to three times per hour for 43 individuals per trip, then up to 21 vehicles per trip (or approximately 750 vehicles per day) could be removed from the Griffith Park access roads within DASH operational hours with 100 percent utilization, which would additionally reduce the intensity of potential traffic diversions to Vermont Canyon Road. Though the local Griffith Observatory DASH public transit service would be increased to provide seven-day service and increased frequency of transport between the existing Vermont/Sunset METRO station and Griffith Observatory, regional transit routes and scheduling would remain unchanged as would pedestrian

access. As discussed in recreation, project implementation would generally benefit bike and pedestrian circulation within the Park as well as reducing existing congestion, and further discussed in Section (f) below. Therefore, impacts to measures of effectiveness for the performance of existing circulation systems would be less than significant with mitigation.

*Mitigation Measure Trans-1: Improvements to Los Feliz Boulevard.* Improvements to Los Feliz Boulevard, such that LOS and associated ADT levels would not be significantly impacted by potential traffic rerouting that may occur as a result of this project, shall be implemented in compliance with the City of Los Angeles Mobility Plan and prior to physically or operationally modifying Western Canyon Road as described for this project. Measures to prevent significant traffic impacts to Los Feliz Boulevard and adjacent roadways and neighborhoods such as Vermont Canyon Road, which would be subject to approval beyond the scope of this project and require implementation in conjunction with appropriate City planning entities such as LADOT, would include:

- Left turn lane protection (e.g., left turn signalization);
- Remote parking opportunities (e.g., pony/train overflow lot);
- Improved signal phasing or timing;
- Neighborhood protection measures;
- Local street traffic flow controls; and
- Traffic calming measures.

b. **Less than Significant** As noted above, project implementation would not necessarily increase visitation to the Park and therefore would not increase overall levels of traffic or congestion on any Congestion Management Plan (CMP) Roads or at intersections. Additionally, improvements to Los Feliz Boulevard would be completed prior to any traffic re-routing outside the Park that may affect existing LOS levels, per MM Trans-1. Although the proposed project would result in rerouting of some traffic along Los Feliz Blvd, this roadway is not a designated CMP facility, and therefore no impact to CMP standards would occur.

c. **No Impact.** The proposed project is located approximately 5.0 miles from the nearest airport, and the project does not involve any direct or indirect changes to air traffic patterns or frequency, runway alignments, or flight approach zones. Therefore, this project would have no impact to air transportation.

d. **Less than Significant.** The project would not increase visitation to the Park and overall traffic levels would not increase. However, as discussed above, transferred traffic from Western Canyon Road would increase incrementally along Vermont Canyon Road outside the Park, this road has low speeds and adequate line of sight and any traffic re-routing outside the Park that may affect existing LOS levels would be initiated after improvements to Los Feliz Boulevard are completed. No adverse roadway safety effects are anticipated.

A key project objective is to safely improve the Griffith Park transportation network and interconnectivity, which would be implemented through the use of street signage, restriping, and implementation of plastic delineators. Project construction would be short term and involve very low traffic levels. Construction crews would adhere to standard safety BMPs include posting of signs, use of construction cones, etc., and given the low speed on Park roadways and relatively low existing and construction traffic volumes, construction would not cause substantial conflicts or create safety hazards, resulting in a less than significant impact.

e. **Less than Significant.** As discussed above, the proposed project would result in only minimal increases in traffic on Vermont Canyon Road and would improve circulation within the Park,

avoiding substantial impacts to emergency responses via the eventual exclusive access provided via Western Canyon Road. In addition, as discussed in Section XIV, *Public Services*, emergency response times to Griffith Park and Griffith Observatory are far below the standard for average response times for the two closest fire stations. Nevertheless, the proposed project would eventually improve access for emergency vehicles up Western Canyon Road through exclusive access, whereas prior to this modification, access for emergency vehicles would rely on the existing Vermont Canyon Road route and take advantage of the improved one-way roads of West Observatory Road and East Observatory Road. The 0.4 mile extent of West Observatory Road up to the Observatory may experience limited congestion during peak hours, however the 17 foot travel lane and 2 foot dirt shoulder would provide enough room for automobiles to pull over and allow emergency vehicles through. Additionally, establishment of an ADA accessible location at Griffith Observatory would facilitate better emergency access for ADA visitors due to easier loading and wide curbside entry. As the project would not substantially affect emergency access and traffic flow, this would result in a less than significant impact.

**f. Less than Significant.** The proposed project would be designed to expand alternative transportation opportunities and promote multi-modal transportation within the project area and eventual connectivity to the surrounding areas. The addition of safety elements such as safety crosswalks and the eventual pedestrian median island at the top of Western Canyon Road, would promote pedestrian-friendly transport. Increased public transit services provided by the existing DASH bus system and implementation of the free or low cost shuttle system would provide benefits such as reducing automobile congestion on the access roads within the project site and promote alternative transportation as found in the *Vision*.

Visitors to the Park may currently use the DASH services which stops at the Greek Theatre bus stop and travels up to the Observatory. If visitors do not desire to park at the top of the hill and use the paid parking opportunities, increased DASH services which also stop at the Greek Theatre would likewise increase the opportunities for visitors to use the DASH buses from the generally free lower parking lots near the Greek Theatre. Along Vermont Canyon Road, this DASH access would enable a system of use similar to the eventual Loop Shuttle system along Vermont Canyon Road, with visitors able to park in the generally free lower lots and ride a public transit system to the top. Along Western Canyon Road, prior to its modifications after completion of improvements to Los Feliz Boulevard, the road would continue to offer free parking, providing a free parking option closer to the Observatory along this roadway, though this parking would be slightly further than the proposed paid parking areas along West and East Observatory Road and within the Griffith Observatory parking lot.

Additionally, putting up posters within existing and unmodified METRO stations informing the public of a designated Griffith Observatory stop could alter the way visitors access Griffith Observatory. For instance, visitors from the Universal Studios METRO station at Cahuenga may decide to take the 10 minute ride to the Vermont/Sunset METRO station to reach the Griffith Observatory access stop designated at the Vermont/Sunset METRO station, or a 6 minute ride from Hollywood/Highland, a popular visitor location, to Vermont/Sunset. Those members of the public which decide to use the interconnected public transit services to reach Griffith Observatory may further reduce the potential number of vehicles on the Griffith Park access roads and thus reduce automobile congestion. Since the DASH services would end at approximately 10 p.m., and the METRO ends service from the Vermont/Sunset METRO station after midnight every day of the week, there would be no conflicts for Griffith Observatory visitors to use both services, provided visitors board the final bus from Griffith Observatory to the Vermont/Sunset METRO station around 10 p.m.



With the implementation of the proposed one-way couplet along West and East Observatory Roads, pedestrian and bicycle safety can be expected to improve. West and East Observatory Roads would include “sharrow” markings notifying motorists that cyclists are sharing the road with cars. Added signage and reduction in the posted vehicle speed limits will add to the safety benefits.

Low speeds at the West to East Observatory Road ‘bend’ and parking lot supervision would maintain the safe area around the bend and lawn. While there is concern for erratic, freak accident drivers driving upon the Observatory lawn, this possibility is seen as a very unlikely and low probability event. Nevertheless, the project does not preclude the opportunity for including bollards or preventative precautions upon the existing right of way, and may be implemented upon sufficient interest or concern.

The increase in parking turnover could create an increase in the amount of bike-vehicle conflicts through the Park. In addition, along West and East Observatory Roads, where head-in angled parking is proposed, there is the potential for decreased visibility for vehicles exiting the spaces versus the visibility with parallel parking in current conditions.

The new crosswalks west of the tunnel would improve pedestrian access and safety along West and East Observatory Roads. The addition of a crosswalks at the Western Canyon Road/West Observatory Road intersection would help facilitate the flow of pedestrian traffic.

With implementation of project design, standards, and mitigations, the project would support adopted policies, plans, and programs supporting alternative transportation, and qualify for a less than significant effect.

## 5.17 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the Project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 5.17.1 Existing Setting

Water service to the project area is provided mainly by the Los Angeles Department of Water and Power (LADWP) from the Los Angeles-Glendale Water Reclamation Plant (LADWP 2013). The majority of the water provided to Griffith Park is recycled and used for irrigation for Park Center recreational facilities and the Griffith Park Golf Complex, which is comprised of Wilson and Harding Golf Courses. The reclaimed water is primarily limited to the east side of the Park in lowland areas. For the project area, the Griffith Park South Water Recycling Project (GPSWRP) project is currently expanding the recycled water program to Roosevelt Golf Course and other southern facilities of Griffith Park to offset demand for potable water supplies in Central Los Angeles (LADWP 2015).

Wastewater and solid waste disposal services are also provided by the City. The Los Angeles Regional Water Quality Control Board (RWQCB) in connection with the implementation of the National Pollutant Discharge Elimination System (NPDES) program, impose requirements on the treatment of wastewater and its discharge into local water bodies. The nearest landfill is Scholl Canyon Landfill, located in the City of Glendale at 3001 Scholl Canyon Road, approximately 6.0 miles east of the project area. As of 2011, the landfill's remaining capacity was determined to be 9.9 million cubic yards, with a maximum amount of disposal of 3,400 tons per day, and estimated ceased operations date of April, 2030 (CalRecycle 2015).

Electric power and natural gas services are provided by LADWP and Southern California Gas Company, respectively. Griffith Park is served by a network of utility lines, including electrical, sewer, and water mains. Overhead power lines are anticipated to be moved underground via direction of the *Vision* plan for future projects.

Los Angeles City storm drains begin outside of the Griffith Park boundary, though intermittent roadside and parking lot curbs provide limited direction of storm water and surface runoff drainage within the Park. Additionally, catch basins are located throughout the Park.

#### 5.17.2 Discussion

a-c. **No Impact.** The proposed project would be confined to existing roadways of Griffith Park and previously disturbed areas of existing right-of-ways. No utilities would be constructed as a part of the proposed project, and minimal physical improvements would be implemented. Construction would not require a RWQCB discharge permit. No alterations would be made to the existing water drainage systems that would affect wastewater or storm water facilities. Therefore, no impacts to utility systems would occur as a result of project implementation.

d-e. **Less than Significant.** Limited and temporary alterations to water resources would occur with implementation of the proposed project. While some water resources would be used during construction activities through activities such as power washing to remove striped lines and cleaning the roads to prepare for restriping, the effects would be temporary and non-intensive. Additionally, cleaning the acquired shuttles would utilize some water from the Los Angeles City water supply; however the cumulative effects would be minimal. Therefore, the project would have a less than significant impact on water resources, capacity, or demand.

f. **Less than Significant.** Construction of the proposed project would result in the need for solid waste disposal at the County's landfills. The project construction would generate construction waste such as asphalt and concrete. However, the construction activities would not place a large demand on the landfill. The proposed project would not impact the ability of these landfills to accommodate solid waste generated. Therefore, the proposed project would be served by a landfill with sufficient capacity and would result in a less than significant impact.

g. **Less than Significant.** All waste generated by construction and operation of the proposed project would comply with applicable federal, state, and local statutes and regulations related to solid waste, Section 19.38.030. By City code, recycling and solid waste facilities are required to have solid waste management and diversion strategies consistent with state law, including requirements for construction and non-residential recycling services. As such, the proposed project would require that waste is handled, disposed, and recycled following all applicable policies and guidelines, and then disposed of at an appropriate facility. If the demand for solid waste processing substantially increases, any changes to the City's existing operations would comply with applicable federal, state, and local statutes and regulations related to solid waste. Therefore, the impact to solid waste regulations is less than significant.

**5.18 Mandatory Findings of Significance**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source(s)
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

**5.18.1 Existing Setting**

Not Applicable.

**5.18.2 Discussion**

**a. Less than Significant.** The project site is located within an area recognized to contain sensitive wildlife species and habitats, as described in Section IV, *Biological Resources*. However, all impacts to the environment have been determined to have no impacts, to be less than significant, or to be less than significant with mitigation. In addition, the proposed project would not cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community.

Section 5.5, *Cultural Resources*, describes the potential for cultural or significant paleontological resources to be encountered due to the proposed project. Because the project activities would be confined to previously-disturbed areas of right-of-way, it is unlikely that cultural or significant paleontological resources would be encountered during the proposed project. Nevertheless, because the potential remains that previously undiscovered resources could be exposed, inclusion of standard mitigation measures during construction would ensure that potential impacts to such resources are less than significant.

b-c. **Less than Significant.** Based on the analysis provided in this MND, the proposed project would not result in any significant impacts on an individual or cumulative level, and would not result in any significant adverse effects on human beings. Therefore, impacts from the proposed project would result in less than significant.

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**Mitigation Monitoring and Reporting Program**

Griffith Observatory Circulation and Parking Enhancement Plan Project

**Mitigation Monitoring and Reporting Program**

The following Mitigation Monitoring and Reporting Program (MMRP) provides a summary of each Mitigation Measure (MM) for the proposed Griffith Observatory Circulation and Parking Enhancement Plan Project and the monitoring implementation responsibility for each measure. The MMRP for the proposed Project will be in place through all phases of the proposed Project, including construction and operation.

**Purpose**

The purpose of the MMRP is to ensure that measures provided in the Mitigated Negative Declaration (MND) for the Griffith Observatory Circulation and Parking Enhancement Plan (June 2016) to minimize or avoid significant adverse effects are implemented. The MMRP can also act as a working guide to facilitate not only the implementation of mitigation measures by the Applicant, but also the monitoring, compliance, and reporting activities of the implementing agency and any monitors it may designate.

**Responsibilities**

The City of Los Angeles (City) Department of Recreation and Parks (DRP) will act as the lead implementing agency and approve a program regarding reporting or monitoring for the implementation of approved mitigation measures for this Project to ensure that the adopted mitigation measures are implemented as defined in the MND. For each MMRP activity, DRP will either administer the activity or delegate it to staff, other City departments (e.g., Department of Transportation, Department of Public Works, etc.), consultants, or contractors. DRP will also ensure that monitoring is documented as required and that deficiencies are promptly corrected. The designated environmental monitor depending on the provision specified below (e.g., City building inspector, project contractor, certified professionals, etc.) will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems. DRP or its designee(s) will ensure that each person delegated any duties or responsibilities is qualified to monitor compliance. The Applicant is responsible for funding and successfully implementing all the mitigation measures in the MMRP, and is responsible for assuring that these requirements are met by all of its construction contractors and field personnel. Standards for successful mitigation of impacts are implicit in many mitigation measures that include such requirements as obtaining permits or avoiding a specific impact entirely.

**Monitoring Procedures**

Many of the monitoring procedures will be conducted during the construction phase of the project. DRP or its designee(s) and the environmental monitor(s) are responsible for integrating the mitigation monitoring procedures into the construction process in coordination with the Applicant. To oversee the monitoring procedures and to ensure success, the environmental monitor assigned to a monitoring action must be on site during the applicable portion of construction that has the potential to create a significant environmental impact or other impact for which mitigation is required. The environmental monitor is responsible for ensuring that all procedures specified in the monitoring program are followed. Site visits and specified monitoring procedures performed by other individuals will be reported to the environmental monitor assigned to the relevant construction phase. A monitoring record form will be submitted to the environmental monitor by the individual conducting the visit or procedure so that details of the visit can be recorded and progress tracked by the environmental monitor. A checklist will be developed and maintained by the environmental monitor to track all procedures required for each mitigation measure and to ensure compliance with the timing specified for the procedures. The environmental monitor will note any problems that may occur and take appropriate action as directed by DRP to rectify the problem.

**Monitoring Table**

For each mitigation measure, Table 1 identifies 1) the full text of the mitigation measure; 2) the implementation agency(s) that oversee the action(s); 3) applicable timing; 4) the entity responsible for monitoring the action and verifying compliance; and 5) the standard for successful implementation of the mitigation measure.



**Mitigation Monitoring and Reporting Program**  
 Griffith Observatory Circulation and Parking Enhancement Plan Project

<b>Table 1. Mitigation Monitoring and Reporting Program</b>				
Mitigation Measure	Implementation Responsibility	Timing	Monitoring Division	Standard for Success
<b>Aesthetics</b>				
<p><b>MM AQ-1: Deploy Mobile Blackout Light Shield.</b> Before nighttime viewing activities, a mobile blackout fence which is stored on-site shall be extended along the edge of the West to East Observatory Road 'bend'.</p> <ul style="list-style-type: none"> <li>The light shield shall be at minimum 80 feet long to extend the length of the lawn edge and prevent direct automobile headlight and glare and minimize increase of sky glow during nighttime viewing activities.</li> </ul>	Department of Recreation and Parks and Applicant.	Prior to Griffith Observatory nighttime viewing activities; during project operation.	Department of Recreation and Parks.	Direct automobile headlight shine and glare is prevented upon the Observatory lawn, and impacts to sky glow are similarly reduced.
<b>Biological Resources</b>				
<p><b>MM Bio-1: Worker Environmental Awareness Program.</b> A Worker Environmental Awareness Program shall be implemented prior to construction, and include the following:</p> <ul style="list-style-type: none"> <li>The Department of Recreation and Parks shall provide Worker Environmental Awareness training to project workers and contractors, including a pre-construction review of protected plant and animal species and a review of BMPs for mitigating impacts to local wildlife.</li> </ul>	Department of Recreation and Parks and Applicant.	Prior to project-related construction activities.	Department of Recreation and Parks.	No wildlife is injured or killed during grading, grubbing or other project-related activities.
<p><b>MM Bio-2: Habitat and Special Status Species.</b> In order to further limit impacts to special status species, which have the potential to inhabit the surrounding Griffith Park areas, the following mitigation is required:</p> <ul style="list-style-type: none"> <li>All construction staging areas for equipment and vehicles shall be located within previously disturbed areas to avoid damage to surrounding sensitive habitats.</li> </ul>	Department of Recreation and Parks and Applicant.	Prior to and during project-related construction activities.	Department of Recreation and Parks.	No habitat or special status species is injured or killed during project-related construction activities.



**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Implementation Responsibility	Timing	Monitoring Division	Standard for Success
<ul style="list-style-type: none"> <li>Construction activities shall be limited to daylight hours to the greatest possible extent to prevent potential impacts to special status species.</li> <li>DRP shall continue to maintain fencing and signage in areas near the Mt. Hollywood view point to discourage visitors from moving off-trail.</li> <li>DRP shall continue to provide periodic ranger patrols of Mt. Hollywood Drive and post rangers at the view point as determined necessary based on levels of visitation.</li> <li>DRP shall train shuttle drivers in basic behavioral protocol for park visitors for integration into educational presentations to visitors using the shuttle service.</li> <li>A sign shall be posted at the base of Mt Hollywood Drive directing users to remain on developed trails, carry out trash and avoid smoking.</li> </ul>				
<p><b>MM Bio-3: Nesting Birds.</b> Resident and seasonal bird species have the potential to nest in areas adjacent to the project site, requiring the following mitigation implementation:</p> <ul style="list-style-type: none"> <li>Construction should preferably occur outside of nesting bird season (April - May) to the extent possible. However, a Nesting Bird Survey will be performed by a qualified biologist for all construction activities planned within the nesting season prior to the start of construction. If an active bird nest is discovered, a qualified biologist shall determine the species, location, and establish a no-disturbance buffer. Any raptor nest would typically include a 500 foot buffer, while other protected species would include a 300 foot buffer. The no-disturbance buffers would remain in</li> </ul>	Department of Recreation and Parks and Applicant.	Prior to and during project-related construction activities.	Department of Recreation and Parks.	No nesting birds are disturbed by grading and trenching operations.



**Mitigation Monitoring and Reporting Program**  
 Griffith Observatory Circulation and Parking Enhancement Plan Project

<b>Table 1. Mitigation Monitoring and Reporting Program</b>				
Mitigation Measure	Implementation Responsibility	Timing	Monitoring Division	Standard for Success
effect until a qualified biologist has determined the nest to be inactive.				
<p><b>MM Bio-4: Water Quality.</b> The following mitigation measures would be implemented to reduce impacts to downstream riparian and wetland areas:</p> <ul style="list-style-type: none"> <li>• All excavation and vegetation removal shall be subject to standard erosion control measure, including:                             <ul style="list-style-type: none"> <li>○ Use of straw bundles or silt fencing to contain sediments.</li> <li>○ Mulching, hydroseeding, or other methods as determined appropriate by DRP to reduce or avoid longer term post construction erosion.</li> </ul> </li> <li>• Construction debris and waste materials shall be properly collected and disposed of throughout construction operations.</li> <li>• Leakage from engine blocks or hydraulic systems shall be prevented from dispersal with the use of drip pans.</li> <li>• Vehicle fueling within Griffith park shall not occur within 500 feet of riparian and wetland habitats and with proper safeguards (e.g., drainage controls) to ensure that any spilled fuel does not reach such habitats.</li> <li>• Waste and spills shall immediately be cleaned and properly disposed of at accepted waste disposal locations.</li> </ul>	Department of Recreation and Parks and Applicant.	Prior to and during project-related construction activities.	Department of Recreation and Parks.	No spillage or release into the environment from sediments, erosion, debris, waste materials, or fuels from project-related construction activities.
<b>Cultural Resources</b>				
<b>MM Cul-1: Pre-Construction Training.</b> Prior to earthmoving activities, a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (2008) shall conduct cultural	Applicant.	Prior to construction permit issuance.	Planning Division and Department of Recreation and Parks.	Pre-construction training provided; Submission of plans to Planning Division.



**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Implementation Responsibility	Timing	Monitoring Division	Standard for Success
resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of cultural resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains (see <i>Mitigation Measure Cul-4</i> ). DRP shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance.				
<p><b>MM Cul-2: Inadvertent Archaeological Discoveries.</b> In the event of the discovery of archaeological materials, the construction foreman shall immediately halt all work activities in the vicinity (within approximately 100 feet) of the discovery until it can be evaluated by a qualified archaeologist. After cessation of earthmoving activities, the construction foreman shall immediately contact DRP. Work shall not resume until authorized by DRP and the qualified archaeologist.</p> <p>If the qualified archaeologist determines that the discovery constitutes a significant resource under CEQA, preservation in place is the preferred manner of mitigation. In the event preservation in place is demonstrated to be infeasible, and data recovery is determined to be the only feasible mitigation option, a detailed Cultural Resources Treatment Plan shall be prepared and implemented by a qualified archaeologist in consultation with DRP. DRP shall consult with appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in origin. Archaeological materials recovered during any investigation shall be put into curation at an accredited facility. The report(s) documenting</p>	Applicant.	Prior to construction permit issuance.	Planning Division and Department of Recreation and Parks.	Compliance with standards observed in the field; Assessment of discovery, and, if needed, consultation and implementation of Treatment Plan; Submission of plans to Planning Division.



**Mitigation Monitoring and Reporting Program**  
 Griffith Observatory Circulation and Parking Enhancement Plan Project

<b>Table 1. Mitigation Monitoring and Reporting Program</b>				
Mitigation Measure	Implementation Responsibility	Timing	Monitoring Division	Standard for Success
Implementation of the Cultural Resources Treatment Plan shall be submitted to DRP and to the SCCIC.				
<b>MM Cul-3: Inadvertent Paleontological Discoveries.</b> In the event fossil materials are exposed during ground disturbing activities, work (within 100 feet of the discovery) shall be halted until a qualified paleontologist meeting the criteria established by the Society for Vertebrate Paleontology is retained to assess the find. If the find is identified as significant, appropriate treatment as determined by the paleontologist shall be implemented prior to the recommencement of ground disturbance in the area. A report documenting the methods and results of the treatment shall be prepared and submitted to DRP and filed with the local repository.	Applicant.	Prior to construction permit issuance.	Planning Division and Department of Recreation and Parks.	Compliance with standards observed in the field; Assessment of discovery, and, if needed, consultation and implementation of Treatment Plan; Submission of plans to Planning Division.
<b>MM Cul-4: Discovery of Human Remains.</b> If human remains are encountered, DRP shall halt work in the vicinity (within 100 feet) of the find and contact the Los Angeles County Coroner in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American in origin, the Native American Heritage Commission shall be notified, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code Section 5097.98 (as amended by AB 2641). The Native American Heritage Commission shall designate a Most Likely Descendant for the remains per PRC Section 5097.98. DRP shall ensure that the immediate vicinity where the Native American human remains are located is not damaged or disturbed by further development activity, according to generally accepted cultural or archaeological standards or practices, until the landowner	Department of Recreation and Parks and Applicant.	During construction.	Planning Division and Department of Recreation and Parks and Los Angeles County Coroner.	Cease construction if remains discovered and recommence upon County Coroner approval.



**Table 1. Mitigation Monitoring and Reporting Program**

Mitigation Measure	Implementation Responsibility	Timing	Monitoring Division	Standard for Success
has discussed and conferred with the Most Likely Descendant regarding their recommendations, as prescribed in Public Resources Codes Section 5097.98, taking into account the possibility of multiple human remains.				
<b>Noise</b>				
<p><b>MM N-1: Construction Noise Management Plan.</b> A Construction Noise Management Plan shall be prepared by the Department of Recreation and Parks. The Plan would address noise and vibration impacts and outline measures that would be used to reduce impacts. Measures would include:</p> <ul style="list-style-type: none"> <li>• To the extent that they exceed the applicable construction noise limits, construction activities shall be restricted to between the hours of 7:00 a.m. and 9:00 p.m., Monday through Friday, and between the hours of 8:00 a.m. and 6:00 p.m., Saturdays and National Holidays, in accordance with Section 41.40 of the Los Angeles Municipal Code.</li> <li>• The construction contracts shall require implementation of the following construction best management practices (BMPs) by all construction contractors and subcontractors working in or around the project sites to reduce construction noise levels. <ul style="list-style-type: none"> <li>○ The contractors and subcontractors shall ensure that construction equipment is properly muffled according to manufactures specifications or as required by the City's Department of Building and Safety, whichever is the more stringent.</li> <li>○ The contractors and subcontractors shall place noise-generating construction equipment and locate</li> </ul> </li> </ul>	Department of Recreation and Parks and Applicant.	Prior to and during project-related construction activities.	Department of Recreation and Parks, Applicant, and on-site construction manager.	Approval of Construction Noise Management Plan prior to construction; implementation of plan during construction, including written confirmation from construction manager that noise attenuation techniques are used to reduce noise levels.





**Mitigation Monitoring and Reporting Program**  
 Griffith Observatory Circulation and Parking Enhancement Plan Project

<b>Table 1. Mitigation Monitoring and Reporting Program</b>				
Mitigation Measure	Implementation Responsibility	Timing	Monitoring Division	Standard for Success
construction staging areas away from sensitive uses, where feasible.				
<b>Transportation/ Traffic</b>				
<p><b>MM Trans-1: Improvements to Los Feliz Boulevard.</b> Improvements to Los Feliz Boulevard, such that LOS and associated ADT levels would not be significantly impacted by potential traffic rerouting that may occur as a result of this project, shall be implemented in compliance with the City of Los Angeles Mobility Plan and prior to physically or operationally modifying Western Canyon Road as described for this project. Measures to prevent significant traffic impacts to Los Feliz Boulevard and adjacent roadways and neighborhoods such as Vermont Canyon Road, which would be subject to approval beyond the scope of this project and require implementation in conjunction with appropriate City planning entities such as LADOT, would include:</p> <ul style="list-style-type: none"> <li>• Left turn lane protection (e.g., left turn signalization).</li> <li>• Remote parking opportunities (e.g., pony/train overflow lot).</li> <li>• Improved signal phasing or timing.</li> <li>• Neighborhood protection measures.</li> <li>• Traffic calming measures.</li> </ul>	Department of Recreation and Parks, Department of Transportation, and Applicant.	Prior to project modifications implemented on Western Canyon Road.	Department of Recreation and Parks	City traffic network LOS and associated ADT levels are not significantly impacted by traffic rerouting from modifications to Western Canyon Road.



**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	TO BE FILLED
2	Connie Vandergriff, Homeowner	
3	Kathleen Smith	
4	Denise von Held	
5	Lynn Kersey	
6	Mark Jones	
7	Martha Sensel, League Cycling Instructor	
8	Susan Swan, Griffith Park Advisory Board	
9	Emmy Goldknopf and Sue Schohan, Sierra Club Griffith Park Section	
10	Christine Mills O'Brien	

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments

Commenter Number	Name of Commenter	Response to Comment Location
11	Donald A. Seligman, Griffith Park Advisory Board	
12	Kathryn Louyse	
13	Amy Gustincic	
14	Lawrence Man	
15	Hugh Kenny	
16	Eban Lehrer	
17	Joyce Dillard	
18	Mary Button	
19	N. Manzo	
20	Stuart Langley, Principle Counsel, Corporate Patents, The Walt Disney Company	
21	Joe Linton	
22	Sheila Irani, LHHA President	
23	Mary Jane Mitchell	
24	Kristin Sabo, Steward-Caretaker, Amir's Garden	
25	Daryl Whiting	
26	Gerry Hans, President, Friends of Griffith Park	

**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 Salaices; 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.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.

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 Salaiques; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

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

From: **lakersalex** <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**" <PAUL.J.DAVIS@lacity.org>, "**cd4.issues@lacity.org**" <cd4.issues@lacity.org>, "**Michael.A.Shull@lacity.org**" <Michael.A.Shull@lacity.org>, "**joe.salaiques@lacity.org**" <joe.salaiques@lacity.org>, "**RAP.Commissioners@LACity.org**" <RAP.Commissioners@lacity.org>, "**roadblock@wolfpackhustle.com**" <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)

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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

**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>  
**Date:** Wed, Jan 27, 2016 at 9:20 AM  
**Subject:** Griffith Park Action Plan public comment  
**To:** "PAUL.J.DAVIS@lacity.org" <PAUL.J.DAVIS@lacity.org>, "cd4.issues@lacity.org" <cd4.issues@lacity.org>, "Michael.A.Shull@lacity.org" <Michael.A.Shull@lacity.org>, "joe.salaiques@lacity.org" <joe.salaiques@lacity.org>, "RAP.Commissioners@LACity.org" <RAP.Commissioners@lacity.org>, "roadblock@wolfpackhustle.com" <roadblock@wolfpackhustle.com>  
**Cc:** Catherine Jean Des Lauriers <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 Salaiques; 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.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.

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 Salaices; 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.salaices@lacity.org](mailto:joe.salaices@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.  
Signed,

Dave McSteve

--

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 Salaices; 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)>

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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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 Salaices; 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.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,

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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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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)

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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 Salaices; Julie Dixon; Buggert, Matthew; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

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

**From:** Jennifer A. Gill <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.

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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 Salaiques; Julie Dixon; Buggert, Matthew; Patrick Smith; Tracy James  
**Subject:** Fwd: Griffith Park Action Plan public comment

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

**From:** joni yung <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.salaiques@lacity.org](mailto:joe.salaiques@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 Salaices; 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.salaices@lacity.org](mailto:Joe.salaices@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. I agree with many others that Mt Hollywood Drive should be closed to all motor traffic, including shuttles and private vehicles, except emergency vehicles.

1-1

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 Salaices; 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.salaices@lacity.org](mailto:joe.salaices@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 Salaices; 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)>

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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)

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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.  
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 Salaices; 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.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)>

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 Salaices; 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.salaices@lacity.org](mailto:joe.salaices@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 Salaiques; 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.salaiques@lacity.org](mailto:joe.salaiques@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.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)>

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 Salaiques; 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.salaiques@lacity.org](mailto:joe.salaiques@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.

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.

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 Salaices; 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.salaices@lacity.org](mailto:joe.salaices@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.

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.

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,

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,  
Roz Wiley

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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 Salaices; 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)>

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.  
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.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)>

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.  
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 <[stephentaylor@gmail.com](mailto:stephentaylor@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)

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

--

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

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

**From:** Steve Carrasco <[estevencarrasco@gmail.com](mailto:estevencarrasco@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.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)>

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

--

**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 Salaices; 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,

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.

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.

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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 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) 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.  
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 Salaices; 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) 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

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 Salaiques; 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.

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 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

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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

**From:** Paul Davis <paul.j.davis@lacity.org>  
**Sent:** Friday, January 29, 2016 11:33 AM  
**To:** Gira, Daniel; Joe Salaires; 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 Salaices; 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.salaices@lacity.org](mailto:joe.salaices@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) 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.  
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 Salaices; 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.salaices@lacity.org](mailto:joe.salaices@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 Salaices; 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.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

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Thank you.  
Signed

**From:** pdavis5575 <pdavis5575@gmail.com>  
**Sent:** Friday, January 29, 2016 4:08 PM  
**To:** Gira, Daniel; Buggert, Matthew; Tracy James; Joe Salaiques  
**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.salaiques@lacity.org](mailto:joe.salaiques@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

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments  
**Comment Letter 2 – Connie Vandergriff**

**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 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 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.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)  
**Subject:** MND public comment Griffith Park Traffic Plan

Dear Mr. Shull, Mr. Salaices, 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 Salaires <[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 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

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**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:3236619465)

--

Tracy James  
Parks Services  
[323\)661-9465](tel:3236619465)  
[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,



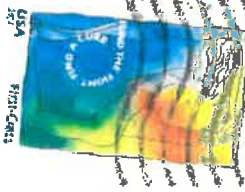
**Martha Sensel**  
League Cycling Instructor  
Vice-Chair, Walk Bike Glendale  
*On Behalf of the Walk Bike Glendale Steering Committee*  
Chair, Steven Nancarrow

1627 Whittier Hwy  
Glendale CA 91208

DEPT OF REG & FARMS  
PLAN. CONST. & MAINTENANCE  
2016 FEB 23 PM 2: 12

SMITH CLARK, CA 91203

19 FEB 2016 PM 4: 11



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

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments  
**Comment Letter 7 – Martha Sensel, League Cycling Instructor**

**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 Salaires, 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.

8-3 | 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.

8-4 | 5) We voted unanimously to request that all shuttle staging lots should be outside of the Park.

8-5 | 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.

8-6 | 7) A majority of the Board voted to recommend the consideration of a reservation system for access to the Observatory.

8-7 | 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

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments  
**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,  


Emmy Goldknopf, Vice-Chair  
Sierra Club Griffith Park Section

Sue Schohan, Chair  
Sierra Club Griffith Park Section

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments

**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 Salaises  
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 millinimum 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.



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**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.

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**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

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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 Patsaouras, President, Recreation and Parks Board of Commissioners  
Councilmember David Ryu

Dear Mr. Schull, Mrs. Patsaouras, 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.

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.

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.

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

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments  
**Comment Letter 12 – Kathryn Louyse**

**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

—

Amy Gustincic, AIGA  
Design Strategist  
[415.999.1026](tel:415.999.1026)  
[@agustincic](mailto:@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 Salaiques; 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

--

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 alterative 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 Salaices; 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  
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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>  
**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>

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

--

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.scp.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  
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**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.

Griffith Park Circulation and Parking Enhancement Plan  
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**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>  
**Date:** Wed, Jan 27, 2016 at 9:40 AM  
**Subject:** GRIFFITH PARK CIRCULATION ENHANCEMENT PLAN  
**To:** "joe.salaiques@lacity.org" <joe.salaiques@lacity.org>, "PAUL.J.DAVIS@lacity.org" <PAUL.J.DAVIS@lacity.org>, "cd4.issues@lacity.org" <cd4.issues@lacity.org>, "RAP.Commissioners@LACity.org" <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 Salaiques; 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>  
**Date:** Fri, Jan 29, 2016 at 10:39 AM  
**Subject:** Input on Griffith Park Shuttle Proposal  
**To:** PAUL.J.DAVIS@lacity.org, "michael.a.shull" <Michael.A.Shull@lacity.org>, joe.salaiques@lacity.org, RAP.Commissioners@lacity.org  
**Cc:** 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

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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.
  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

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

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments  
**Comment Letter 22 – Sheila Irani, LHHA President**

**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>  
**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 vistor 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.SALAIICES@lacity.org](mailto:JOE.SALAIICES@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.

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

24-4

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)

---

[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>  
**Date:** Fri, Jan 29, 2016 at 10:57 AM  
**Subject:**  
**To:** "PAUL.J.DAVIS@lacity.org" <PAUL.J.DAVIS@lacity.org>, "cd4.issues@lacity.org" <cd4.issues@lacity.org>, "Michael.A.Shull@lacity.org" <Michael.A.Shull@lacity.org>, "joe.salaiques@lacity.org" <joe.salaiques@lacity.org>, "RAP.Commissioners@LACity.org" <RAP.Commissioners@lacity.org>, "roadblock@wolfpackhustle.com" <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 Salaires, 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. Salaires,

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:

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 begin 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.

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)

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.

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.

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.

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.

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.

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:

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 caltalinae  
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.

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.

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.

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.

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.

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.

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

## Griffith Park Circulation and Parking Enhancement Plan Response to Comments

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,

Griffith Park Circulation and Parking Enhancement Plan  
Response to Comments

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.



Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

**Metro**

July 11, 2016

City of Los Angeles Department of Recreation and Parks  
Board of Commissioners  
221 N Figueroa St  
Los Angeles, CA 90012

**RE: GRIFFITH OBSERVATORY CIRCULATION AND PARKING ENHANCEMENT PLAN**

Dear Board of Commissioners,

On behalf of Metro, I am pleased to submit this letter of support for the City of Los Angeles Department of Recreation and Parks' plan to make Griffith Park more accessible to the public. Metro has been working along with the City of Los Angeles Department of Transportation and Recreation and Parks staff on a project that will allow for easier and more efficient public transit service into the park.

We are pleased that DASH has made the Metro Red Line Vermont/Sunset Station the official "Observatory" stop and will soon begin providing weekday service. This increases access to Griffith Park for tourists and residents alike. It will be easy and affordable to get to the Griffith Observatory from anywhere in the City seven days a week. Angelenos from all over the City and from every income bracket will have the opportunity to visit the Griffith Observatory, Greek Theater and the many beautiful hiking trails throughout the area, every day of the week for little cost.

As the agency responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County, including all modes, Metro supports more access into the park for all people. These goals align with Metro's mission and commitment to excellence in service and support, and our interest in increasing the use of transit and incentivizing transit use through TAP card machines. Metro has committed to helping promote weekday service through a train announcement at the Metro Red Line Vermont/Sunset Station. We will also have posters in the Red Line stations, floor decals and elevators decals that advertise and guide visitors to the DASH Observatory stop, beginning July 2016.

The Griffith Observatory Circulation and Parking Enhancement Plan will increase park accessibility for those who rely on walking, bicycling, buses and trains for their daily trips and provides all Angelenos with much needed park access. Moreover, more people riding buses and trains means fewer cars in the park, less congestion and improved air quality which will benefit to the community as a whole.

If you have any questions, please feel free to contact me.

Sincerely,

Patricia Soto  
Director, Community Relations  
City of Los Angeles & Central Area

## OFFICERS:

PRESIDENT Susan Swan  
 VICE-PRESIDENT George Skarpelos  
 TREASURER Tom Meredith  
 SECRETARY Chona Galvez



HOLLYWOOD UNITED NEIGHBORHOOD COUNCIL  
 Certified Council #52,  
 P.O. Box 3272 Los Angeles, CA 90078  
[www.MyHUNC.com](http://www.MyHUNC.com) email us at [Info@MyHUNC.com](mailto:Info@MyHUNC.com)  
 Find us and Like us on Facebook at:  
<https://www.facebook.com/HollywoodUnitedNeighborhoodCouncil/>  
 Sign up to receive Agendas via links on our homepage

## BOARD MEMBERS:

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Margaret Marmolejo	Jim Van Dusen
Greg Morris	Anji Williams
	Cyndy Williams

August 17<sup>th</sup>, 2016

Re: Griffith Observatory Circulation and Parking Enhancement Plan (Initial Study and Mitigated Negative Declaration)

To whom it may concern:

Griffith Park is the largest municipal park and urban wilderness area in the United States with over 4300 acres of natural terrain, parkland, and picnic areas. It is also designated a Historic Cultural Monument (#942 in 2009), a recognition that the preservation of limited natural park space (i.e. open space and wilderness areas) is of primary interest to Los Angeles residents.

Conservatively, over 10 million people visit Griffith Park annually. The challenge is in dealing with that love of both the open space and the built, including the Griffith Observatory, itself a huge and popular draw, and also a Historic Cultural Monument (#168, 1976).

Access to the Griffith Observatory is limited and not easily modified or improved due to the difficult terrain on the west, and the built environment on the east. Access to the Griffith Observatory is also solely via Los Feliz Boulevard, which bears the brunt of the ensuing traffic jams. This also constitutes a clear public safety risk as that access is blocked by eager visitors unaware of the very limited parking.

We find that the Griffith Observatory Circulation and Parking Enhancement Plan straddles that fine line of safety vs public access through a balanced method of re-aligning the traffic flow along Western Canyon Road on the west and developing the East and West Observatory Roads as a one-way loop on the east. The installation of pay stations for parking at the Observatory and the use of that income to increase the number and frequency of the Dash buses will only further benefit the greater public, and encourage tourism, which is always good for Los Angeles at large.

While clearly intersections on Los Feliz Boulevard are still severely impacted, we will continue to push for enhancements from our Council Member for Council District 4, David Ryu, and from the Department of Transportation. Clearly coordinated traffic signals, left turn arrows, and other measures are needed to ensure adequate access and public safety. Those issues, however, lie outside the purview of the Department of Recreation and Parks, and we recognize those limitations.

In voicing our support for the Griffith Observatory Circulation and Parking Enhancement Plan (Initial Study and Mitigated Negative Declaration) we want to thank Joe Salaces, Superintendent of Recreation and Parks Operations for the Griffith Park region (and everyone with the Department of Recreation and Parks) for their commitment to ensure both safe access to the Park and their dedication to ensuring that the urban wilderness factor is protected.

Sincerely,

Susan Swan  
 President\*

George Skarpelos  
 Vice President\*

\*signed electronically

CITY OF LOS ANGELES  
CALIFORNIA

Seleta J. Reynolds  
GENERAL MANAGER



ERIC GARCETTI  
MAYOR

DEPARTMENT OF TRANSPORTATION  
100 South Main Street, 10th Floor  
Los Angeles, California 90012  
(213) 972-8470  
FAX (213) 972-8410

August 3, 2016

Board of Commissioners  
Department of Recreation and Parks  
221 North Figueroa Street  
Los Angeles, California 90012

Subject: **GRIFFITH OBSERVATORY CIRCULATION AND PARKING ENHANCEMENT PLAN**

Dear Board of Commissioners:

On behalf of the City of Los Angeles Department of Transportation (LADOT), I am pleased to submit this letter of support for the City of Los Angeles Department of Recreation and Parks' plan to make Griffith Park more accessible to the public. LADOT has been working with the Department of Recreation and Parks staff on increasing bus service and frequency from the Metro Red Line Station to the Griffith Observatory.

LADOT's DASH also worked with Metro at the Red Line Vermont/Sunset Station as the official "Observatory" stop and will possibly provide weekday service. This increases access to Griffith Park for tourists and residents alike. DASH provides an easy and affordable transportation option to get to the Griffith Observatory. The Metro Red Line Station stop allows Angelenos from all over the City and from every income bracket an opportunity to visit the Griffith Observatory, Greek Theater and the many beautiful hiking trails throughout the area.

LADOT supports more access into the park for all people. These goals align with LADOT's Great Streets for Los Angeles Strategic Plan goals and strategies. The Griffith Observatory Circulation and Parking Enhancement Plan will increase park accessibility for those who rely on walking, bicycling, buses and trains for their daily trips and provides all Angelenos with much needed park access. LADOT's DASH service has contributed to reducing traffic congestion and improving air quality by providing greater alternative travel options to the community as a whole.

Sincerely,

  
Corinne Ralph  
Chief of Transit Programs

**BOARD OF FIRE  
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MAYOR

**FIRE DEPARTMENT**

RALPH M. TERRAZAS  
FIRE CHIEF

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FAX: (213) 978-3815

[HTTP://WWW.LAFD.ORG](http://www.lafd.org)

July 29, 2016

Los Angeles City Recreation and Parks Department  
Office of Board of Commissioners  
P.O. Box 86328  
Los Angeles, CA 90086-0328

Dear Commission Staff:

Griffith Park Circulation and Parking Enhancement Plan

The Los Angeles Fire Department conducted a review of the Griffith Park Circulation and Parking Enhancement Plan as requested by staff from the Department of Recreation and Parks. This review focused on any impacts that would compromise public safety from both a code enforcement and operational response perspective.

The Los Angeles Fire Department has no objection to the proposed change in traffic flow, or the inclusion of angled parking spaces on East and West Observatory Roads. It has been determined that there would be no impact that would compromise public safety associated with the plan.

Sincerely,

RALPH M. TERRAZAS  
Fire Chief

Charles S. Butler, Deputy Chief  
Operations West Bureau





July 20, 2016

Ms. Sylvia Patsouras  
President  
Board of Recreation & Parks  
City of Los Angeles  
221 N. Figueroa Street  
Los Angeles, CA 90012

Dear President Patsouras:

On behalf of the Hollywood Chamber of Commerce, I am writing to express our enthusiastic support for the proposal to establish daily DASH service between the Sunset/Vermont Metro Station and the Griffith Park Observatory that is part of the Griffith Park Mobility Plan.

We have attended several of the hearings related to the plan, and know that feelings run high in the neighborhoods surrounding the park about the congestion created by visitors to the park. The addition of a daily link between the subway and Griffith Park is a positive step that will provide visitors with a viable alternative to driving their own vehicles. Further, having the Sunset and Vermont Metro Station branded as the "Griffith Observatory" station will provide greater awareness for riders of the mass transit link to the park.

We believe that this is a "win-win" opportunity that will benefit both visitors to the park and the community and urge you to move forward with this plan.

Sincerely,

A handwritten signature in black ink that reads "Leron Gubler". The signature is fluid and cursive, with the first name being the most prominent.

Leron Gubler  
President & CEO

Since 1921  
Promoting and enhancing the business, cultural and  
civic well being of the greater Hollywood community



July 29, 2015

Attn.: Tracy James  
City of Los Angeles  
Department of Recreation and Parks  
221 N. Figueroa Street  
Los Angeles, CA 90012

Dear Tracy:

The Board of Directors of the Lake Hollywood Homeowners' Association would like to express our support for the Griffith Observatory Circulation and Parking Enhancement Plan. Because this plan will divert some of the tourist traffic away from the unofficial "vista" Hollywood sign viewing site that is adjacent to our neighborhood, we feel the plan will benefit our community.  
Please contact me if you have any questions.

Best regards,

David Benz, Vice President  
Lake Hollywood Homeowners Association  
[david@vaughanbenz.com](mailto:david@vaughanbenz.com)  
Mobile 213 453 3661



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BRE License #00806840

August 1, 2016

Ms. Sylvia Patsaouras  
President  
Board of Recreation & Parks  
City of Los Angeles  
221 North Figueroa Street, Suite 300  
Los Angeles, CA 90012

**RE: Griffith Observatory Circulation and Parking Enhancement Plan**

Dear President Patsaouras:

As a trustee on the Hollywood Sign Trust and on behalf of the Hollywood Sign Trust, I am writing to express our support for the proposed "Griffith Observatory Circulation and Parking Enhancement Plan". I have attended several hearings related to the plan and understand the sensitivity local residents have to traffic congestion in the area.

The Hollywood Sign is a tourist attraction and we appreciate the efforts to create accessibility from hot spots such as Hollywood to the park for the ease, low cost and a hassle free way to visit the park and see the Sign. The collaboration with METRO and LADOT is a proper use of resources to address mobility on our city streets and within the park.

We believe that this is a "win-win" opportunity that will benefit both visitors to the park and the community and urge you to move forward with this plan.

Sincerely,

NAI Capital, Inc.

A handwritten signature in black ink that reads 'Marty Shelton'.

Marty Shelton  
Vice President  
(310) 440-8500

mls1186.doc



**PRESIDENT**  
Luke H. Klipp

**VICE PRESIDENTS**  
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Jon Deutsch - Communications

**TREASURER**  
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**SECRETARY**  
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July 20, 2016

Mr. Michael A. Shull, General Manager  
Los Angeles Department of Recreation and Parks  
*Via Email: [Michael.Shull@lacity.org](mailto:Michael.Shull@lacity.org)*

Re: Griffith Observatory Circulation and  
Parking Enhancement Plan

Dear Mr. Shull:

The Los Feliz Neighborhood Council writes to offer our support for the Griffith Observatory Circulation and Parking Enhancement Plan.

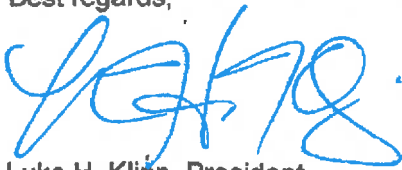
The largest urban park in the country, containing some of our region's most-visited tourist destinations, Griffith Park is accessible almost entirely only by driving through Los Feliz. As LA continues to see record numbers of visitors every year, our neighborhood is feeling this change acutely, with our otherwise quiet residential streets now regularly backed up for blocks by cars attempting to enter and exit Griffith Park. Further, we have seen first-hand the difficulty for cars trying to move and park in Griffith Park.

We are grateful to Mr. Joe Salaises for his efforts to tackle this vexing challenge. No solution is perfect; however, Mr. Salaises has not only offered possible solutions, he has also listened to and incorporated concerns from the community along the way. As a result, Griffith Park is now poised to provide substantially improved access via public transit without unnecessarily closing park roads to private traffic and while still maintaining one of the park's most popular hiking and biking trails. Mr. Salaises heard our community's concerns around the proposed change to traffic flow along Western Canyon Road, and the Plan now keeps this important access road as a two-way street. Further, Mr. Salaises heard our community's concerns around motorized vehicles along Mt. Hollywood Drive, which currently is accessible only to people walking or biking, and the Plan now keeps this path closed to traffic.

By utilizing new parking revenues to provide substantially-improved transit connectivity to Griffith Park, the Plan provides Angelenos and the myriad tourists who visit Griffith Park every day with a reliable, useful alternative to driving through our neighborhoods. We do request as a condition of our support that, in order to be a useful alternative to driving, the new DASH service operate on 15-20 minute intervals and that it have hours of operation covering the entirety of the Observatory's operating hours, at a minimum.

No solution is perfect, and we expect that there will still need to be additional efforts to provide improved access to Griffith Observatory and the Park, but this is a strong first step, and we support it. The Los Feliz Neighborhood Council approved this letter by a unanimous vote in support.

Best regards,



Luke H. Klipp, President  
Los Feliz Neighborhood Council

CC: Hon. David Ryu, Councilmember, District 4  
Catherine Landers, District Representative, City Council District 4  
Adam Miller, District Representative, City Council District 4  
Joe Salaices, Superintendent, Griffith Park  
Sylvia Patsouras, President, Recreation and Parks Commission



**BOARD REPORT**

NO. 16-187

DATE September 09, 2016

C.D. 10

**BOARD OF RECREATION AND PARK COMMISSIONERS**

SUBJECT: LOS ANGELES CENTER FOR ENRICHED STUDIES – FACILITY USE PERMIT FOR JOINT USE OF RECREATIONAL FACILITIES FROM JULY 2016 THROUGH JUNE 2017; EXEMPTION FROM CALIFORNIA ENVIRONMENTAL QUALITY ACT

AP Diaz	_____	*V. Israel	_____
R. Barajas	_____	K. Regan	_____
H. Fujita	_____	N. Williams	_____

  
 \_\_\_\_\_  
 General Manager

Approved \_\_\_\_\_ Disapproved \_\_\_\_\_ Withdrawn \_\_\_\_\_

RECOMMENDATIONS

1. Approve a proposed Facility Use Permit (FUP), herein included as Attachment 1, issued by the Los Angeles Unified School District (LAUSD), defining details of the Department of Recreation and Parks' (RAP) joint use of aquatic and athletic facilities at the Los Angeles Center for Enriched Studies (LACES) from July 1, 2016, through June 30, 2017, subject to the approval of the City Attorney as to form;
2. Find the proposed project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Article EI, Section 1, Class 1 (14) of the City CEQA Guidelines.
3. Direct the Board Secretary to transmit the proposed FUP to the City Attorney for review as to form;
4. Authorize RAP's General Manager of Designee to execute the FUP upon receipt of the City Attorney's approval; and
5. Authorize RAP's Chief Accounting Employee to make payment to LAUSD for reimbursement of maintenance-related services upon the receipt of invoices for periods between July 1, 2016, and June 30, 2017, from Fund 302, Department 88, Appropriation Account 3040, Contractual Services.

SUMMARY

LACES is a LAUSD magnet middle school and high school, enrolling students in middle school and high school, and is located at 5931 West 18th Street in Council District 10. The LACES campus encompasses a comprehensive athletic complex with an aquatics facility, a sports field, basketball courts, tennis courts, and an indoor gymnasium, a dance room, and a weight room, collectively called the Recreational Facilities. The Recreational Facilities in place today are the result of a significant capital improvement project funded in part by the City's Proposition K grant

## BOARD REPORT

PG. 2                      NO. 16-187

program. Due to the Proposition K grant, a Joint Use Agreement (JUA) was executed on June 4, 1998, between the City, acting through the Department of Recreation and Parks (RAP), and LAUSD. The mix of facilities at LACES is unusual for a JUA as it includes a swimming pool, outdoor sports facilities, and indoor athletic spaces, while typically Proposition K joint use agreements cover only one of those amenity groups. The term of the JUA is for fifteen (15) years after completion of the improvements, which occurred in 2005; joint use of LACES began in 2006. The JUA terminates in June of 2020 unless extended by the parties.

The joint use activity at LACES is different from any other joint use relationship between RAP and LAUSD for the following reasons.

- The operation of the swimming pool differs from all other pool joint use arrangements, in which RAP owns the pools on school property and operates them for both students and the public. At LACES, LAUSD owns the pool and takes responsibility for maintenance and repairs with costs to be shared between LAUSD and RAP. RAP's Aquatics staff still provides lifeguard services for classes and school activities and operates the pool during non-school hours for the public.
- The JUA accommodates general public access to the facilities on weekends and other non-school days and the school has a long-established pattern of public use by families for un-structured recreation. This differs from other joint use situations where access is strictly LAUSD students or RAP program participants and permittees.
- LAUSD has required RAP to pay school staff to perform maintenance, instead of RAP staff performing it during our time, because of the integration of the facilities and overlap of use at LACES.

Managing these unusual joint use circumstances at LACES creates some challenges from time to time for both RAP and school staff. The issues requiring most attention are coordinating activities to ensure that recreation program participants and students all have balanced access to the facilities, and achieving equity in maintenance of the facilities for the public as well as students. There is also the unusual mutual payment situation, where RAP reimburses LAUSD for maintenance while LAUSD separately reimburses RAP for lifeguarding services. Further, the JUA includes language in Section 10 that authorizes LAUSD to issue a written permit in conformance with the Civic Center Act and requires RAP to follow the procedures established by LAUSD to obtain that permit. This is the basis of the annual Facilities Use Permit (FUP) process, which captures the unique specifics of joint use at this site and meets the requirements of the 1998 JUA. The most recent FUP approved by the Board covered the period of July 1, 2015, through June 30, 2016 (Board Report No. 15-136, approved on June 18, 2015).

The proposed FUP is comparable to the FUPs approved since 2013 with one exception related to the swimming pool. It continues the limited weekday operations for RAP during the school year, in which public programming cannot begin until 6:00 p.m. on weekdays, and it continues the lifeguard services provided to LACES by RAP for physical education classes and athletic competition and events. However, at the end of the 2015-16 school year, LAUSD has closed the pool for major renovation, for installation of an all new circulating system, replacement of corroded electrical and plumbing, upgraded air handling systems, installation of LED lighting, and related



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painting, new tile, and miscellaneous repairs. This LAUSD project corrects for problems and damage caused by inadequate air circulation that was a flaw in the original project. The pool will remain closed until February 2017. Accordingly, LAUSD's estimate for maintenance costs to be reimbursed by RAP is reduced and RAP's estimated costs to provide lifeguard services to LAUSD at LACES is reduced to about four (4) months of the twelve (12) month term of this FUP and is estimated at twenty-seven thousand, eight-hundred and sixteen dollars and thirty-three cents (\$27,816.33).

With approval of this FUP, RAP staff recommends Board authorization for the Chief Accounting Employee to pay LAUSD on invoices received for reimbursement of LAUSD maintenance costs for July 2016 to June 2017, with a not-to-exceed estimate of One Hundred Seven Thousand, Four Hundred Ninety-Seven Dollars and Sixty Cents (\$107,497.60). When receiving the invoices at the end of the fiscal year, RAP staff will ensure that they reflect actual times used for RAP programs at LACES and that there is no overlap between maintenance costs reimbursed by RAP with those funded annually by Proposition K maintenance funds, due to the credit likely to be applied with maintenance funds paid by Proposition K prior to actually invoicing for Fiscal Year 2016-17. The final charge to RAP likely will be reduced by several thousand dollars.

The Assistant General Manager of the Operations Branch, the Superintendent of the Pacific Region, and the Office of Council District 10, support continued joint use at LACES under these terms.

### ENVIRONMENTAL IMPACT STATEMENT

RAP staff has determined that the approval of the proposed FUP is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Article EI, Section 1, Class 1 (14) of the City CEQA Guidelines. This exemption allows for the use of existing school facilities involving negligible or no expansion of use.

### FISCAL IMPACT STATEMENT:

RAP's obligations related to public operations and reimbursement for maintenance at LACES are funded through the Department's regular budget approval process. LAUSD has estimated annual maintenance reimbursement costs to be One Hundred Seven Thousand, Four Hundred Ninety-Seven Dollars and Sixty Cents (\$107,497.60). The estimate for reimbursement of maintenance for the term of the July 2016 to June 2017 FUP will be adjusted with refinements to the line items billed, and final bills will be reconciled with Department records of actual use. The estimate for lifeguard services for which LAUSD will be charged for the same July 2016 to June 2017 term is Twenty-Seven Thousand, Eight Hundred Sixteen Dollars and Thirty-Three Cents (\$27,816.33).

This report was prepared by Joel Alvarez, Senior Management Analyst, Partnership Division

### LIST OF ATTACHMENTS/EXHIBITS:

- 1) Attachment 1 - Proposed Facility Use Permit (FUP)

FACILITIES USE PERMIT

BETWEEN

THE LOS ANGELES UNIFIED SCHOOL DISTRICT OF LOS ANGELES COUNTY

-and-

THE CITY OF LOS ANGELES DEPARTMENT OF RECREATION AND PARKS

FOR

THE LOS ANGELES CENTER FOR ENRICHED STUDIES-5931 West 18<sup>th</sup> Street, Los Angeles, California

Part I: Basic Facilities Use Information

A. The term “**Recreational Facility**” shall collectively mean and refer to the facilities identified as follows in this Part I, A and shall be used in accordance with the scope of use set forth adjacent to each identified facility or as more particularly depicted as EXHIBIT A and A-1:

Facilities subject to this Permit:	Use of the Facilities:
<p>1. The “Athletic Building” consisting of separate facility components for a gymnasium, swimming pool, dance studio/multipurpose room, and weight-training room;</p>	<p>1. CITY shall use the recreational facilities of the Athletic Building for classes, practices, games and other recreational activities generally recognized as a consistent and safe use of the particular facility in accordance with the purpose for which the facility was respectively designed and intended. The gymnasium, dance studio/multipurpose and weight-training rooms shall not be used for dodge ball or other activity that involves throwing balls or other equipment or devices at another person, the improvements or at fixtures. In order to minimize damage to the wood floors of the dance studio/multipurpose room, users shall wear soft-soled, non-marking footwear and be prohibited from wearing footwear with hard soles or any shoes that may mark or damage the flooring.</p>
<p>2. Outdoor Athletic Fields/Turf Areas;</p>	<p>2. The Outdoor Athletic Fields/Turf Areas is not a regulation sized field for soccer and football and such fact should be taken into consideration in the use of the field. CITY</p>

	shall use the Outdoor Athletic Fields/Turf Areas for classes, practices, games and other recreational activities generally recognized as a consistent and safe use of the field in accordance with the purpose for which the facility was respectively designed and intended. Bicycles, motorcycles and other wheeled devices shall not be permitted on the field, except for maintenance purposes, in order to minimize damage to the field.
3. Running track;	3. CITY shall use the running track for classes, practices and track competition in a manner generally recognized as a consistent and safe use.
4. Outdoor basketball/volleyball courts and tennis court;	4. CITY shall use the outdoor basketball/volleyball courts and tennis courts for classes, practices, games and other recreational activities generally recognized as a consistent and safe use of the particular facility in accordance with the purpose for which the facility was respectively designed and intended. These outdoor courts shall not be used for rollerskating, rollerblading, roller hockey, bicycling and other activities that may increase the wear and tear or damage the hardcourt surface or pose a safety risk.
5. Staff/Faculty Parking Lot;	5. CITY and/or CITY Permittees, as defined below, shall use the staff/faculty parking lot, located along 18 <sup>th</sup> Street and as shown in Exhibit A, for the parking of automobiles, excluding commercial vehicles, on a non-exclusive first-come, first-served basis. Subject to supervision for safety, the Staff/Faculty Parking Lot may be used for vehicular and pedestrian ingress and egress to and from the adjoining street(s). CITY shall not allow the Staff/Faculty Parking Lot to be used for the sale and/or trade of automobiles in whole or in part, the maintenance or repair of automobiles, the exhibition of automobiles or as a flea market, swap meet, farmers market or other event in which new and/or used goods are offered for sale or barter. Any other use of

	the Parking Lot by CITY and/or CITY Permittees, as defined below, shall require the consent of both of the parties.
6. Shared Restrooms, as identified by DISTRICT	6. CITY shall use this facility for its commonly recognized intended purpose.

<b>B. General Use Periods:</b>	
1. District's Use Period.	6:00 a.m. to 6:00 p.m. Monday through Friday when the School is in session; PROVIDED, HOWEVER, that as set forth in Section 2(a) below District's Use Period may be extended to accommodate the School's programs such as, but not limited to, practices and competitions so long as DISTRICT provides CITY with written notice within a reasonable period of time prior to the School event.
2. City's Use Period:  --When the School is in session:	6:00 p.m. to 9:00 p.m. Monday through Friday or such time that School agrees to, except if the CITY elects to use less time or as modified by the DISTRICT pursuant to paragraph 2a of this Permit; PROVIDED, FURTHER, that CITY shall cease using the outdoor fields and hardcourts when there is insufficient sunlight to safely use those facilities. The foregoing sunlight requirement shall not apply to those facilities which comprise the Recreational Facility, are located indoors and may be safely used with existing artificial lighting. NOTWITHSTANDING the foregoing, CITY's use of the pool may be affected by the Pool and Equipment Upgrade Project as noted in Part II: General Provisions 2.ii.b.
-- When the School is not in session (closed for holidays recognized by DISTRICT, Winter and Spring Break and other intermissions between semesters or trimesters)	8:00 a.m. to 9:00 p.m. Saturday through Sunday and other applicable days, except if the CITY elects to use less time or as modified by the DISTRICT pursuant to paragraph 2a of this Permit; PROVIDED, FURTHER, that CITY shall cease using the outdoor fields and hardcourts when there is insufficient sunlight to safely use those facilities.

This FACILITIES USE PERMIT (this "Permit") is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 201\_, by and between the LOS ANGELES UNIFIED SCHOOL DISTRICT OF LOS ANGELES COUNTY, a school district, acting by and through its Board of Education, hereinafter identified as "**DISTRICT**," and THE CITY OF LOS ANGELES, a municipal corporation, acting by and through its BOARD OF RECREATION AND PARK COMMISSIONERS, hereinafter identified as "**CITY**."

WITNESSETH:

WHEREAS, DISTRICT has an existing school known as THE LOS ANGELES CENTER FOR ENRICHED STUDIES located at 5931 West 18<sup>th</sup> Street, Los Angeles, California 90035 (the "**School**").

WHEREAS, CITY and DISTRICT have agreed to share the use of the Recreational Facility, as defined in Part I above, and for the uses disclosed in Part I above and which use may be set forth in more detail in EXHIBIT A and A-1, attached hereto and incorporated herein by reference;

WHEREAS, this Permit is intended to set forth the parties' understanding as to the shared use of the Recreational Facility and the terms and conditions applicable to such shared use;

NOW, THEREFORE, in consideration of the covenants and conditions contained herein and the performance thereof, the parties hereto mutually agree as follows:

Part II: General Provisions

1. TERM

The term of this Permit (the "**Term**") shall commence on July 1, 2016 (the "**Commencement Date**") and shall expire on June 30, 2017. However, CITY and DISTRICT shall in good faith negotiate the terms and conditions of subsequent permits for the continued shared use of the Recreational Facility based on the terms of the Joint-Use Agreement that was executed on June 4, 1998 (so long as said Joint Use Agreement is valid and in full force and effect).

2. USE OF THE RECREATIONAL FACILITY

(a) Hours of Use. CITY and DISTRICT agree that the Recreational Facility shall be open for use during the time period of 6:00 a.m. to 9:00 p.m. each day of the week subject to District's Use Period, City's Use Period and the following:

(i) CITY acknowledges that DISTRICT's primary objective is to provide educational programming for students, and the concept of "education" involves more than academic instruction but includes providing opportunities for competition (sports, dance, etc.), recreation, art, social interaction and life skills for the students and their families. As examples, and not intended to be construed as limitations, of events that provide benefits to the

School and community, back-to-school events, athletic competitions, book fairs, school fairs and other fundraising activities, drama or musical rehearsals and productions, intramural sports leagues and enrichment educational and sports programs often occur after the School Hours, defined above. So long as DISTRICT provides CITY with a schedule of such School events prior to the commencement of each school semester, or if not practical to establish dates prior to the commencement of the semester, then within a reasonable period of time prior to the School event, such School events shall take priority in the use of the Recreational Facility. In the event DISTRICT would like to use the Recreational Facility for an unscheduled School event during City's Use Period, DISTRICT and CITY, in good faith, will negotiate and mutually agree on whether the event can be accommodated during City's Use Period. Only School events proposed after School Hours by DISTRICT will receive the priority of use.

(ii) As a means of generating funds for extracurricular activities for the benefit of the students, DISTRICT allows its Schools to be leased or licensed for non-School events such as, but not limited to, filming. DISTRICT shall provide written notice to CITY of any lease or license of the School, excluding the Recreational Facility, and the funds generated from such use shall be the sole property of DISTRICT. In the event the filming request is for or includes the Recreational Facility, CITY and DISTRICT, in good faith, shall coordinate their respective schedules to accommodate the filming if CITY does not have a previously scheduled event or program and the funds generated from such filming shall be the sole property of DISTRICT for the benefit of the School.

CITY and DISTRICT may mutually agree upon any changes to the use periods.

(b) Use of the Recreational Facility. CITY and DISTRICT agree that the Recreational Facility shall be used in a manner consistent with its intended purposes and within the scope of use set forth in Part I above. CITY and DISTRICT acknowledge that there will be a period of no use for the entire pool area by either party during the Pool and Equipment Upgrade Project with an expected duration of 230 Calendar days. CITY shall use the Joint Use Areas, including the Staff/Faculty Parking Lot, as permitted hereunder in compliance with applicable laws, including laws pertaining to Hazardous Substances. As used herein, the term "Hazardous Substances" shall mean any product, substance, chemical, material or waste whose presence, nature, quantity and/or intensity of existence, use, manufacture, disposal, transportation, spill, release or effect, either by itself or in combination with other materials, is either: (i) potentially injurious to the public health, safety or welfare, or the environment; (ii) regulated or monitored by any governmental authority; or (iii) a basis for liability of DISTRICT or CITY to any governmental agency or third party under any applicable statute or common law theory.

(c) Staffing. CITY, at its sole cost and expense, shall provide reasonable staffing and program personnel in its discretion for the intended use of the Recreational Facility during the City's Use Period. CITY shall provide lifeguard services for the District's Use Period as requested by DISTRICT and DISTRICT shall reimburse CITY for the cost of these services, based on an estimate and according to a standard formula template shown in Exhibit C, attached hereto and incorporated herein. Notwithstanding the above, during the period of no use by either party for the duration of the Pool and Equipment Upgrade Project, the CITY shall not provide lifeguard services and the DISTRICT shall only reimburse the CITY for the cost of any such

services based on the estimate and according to a standard formula template shown in Exhibit C if such services are provided any time other than the period of no use.

CITY shall not be required to provide reasonable staff and program personnel for the use of the Recreational Facility if CITY will not be exercising its priority to use the Recreational Facility either for itself or on behalf of any other person(s), organization(s) or entity(s) and City's Use Period shall be available for any public use pursuant to the issuance of a Civic Center Permit in accordance with DISTRICT procedures.

(d) Securing the Recreational Facility. If DISTRICT is the last user of the Recreational Facility or CITY has notified DISTRICT that it will not be using the Recreational Facility during City's Use Period on any identified day or days, DISTRICT shall lock and secure the Recreational Facility, including any gates for the Staff/Faculty Parking Lot. At the end of City's Use Period and any period of use during District's Use Period granted to CITY by a Civic Center Permit, if applicable, CITY shall lock and secure the Recreational Facility including, but not limited to, any gates for the Staff/Faculty Parking Lot.

(e) Clean and Sanitary Condition. At the end of District's Use Period and any period of use during City's Use Period granted by CITY, DISTRICT shall visually inspect the Recreational Facility including the Staff/Faculty Parking Lot and the restroom facilities provided for in Section 3 below, and perform custodial, trash removal, and grounds maintenance services including pick-up and removal of trash and debris so that these areas are in a clean condition for CITY's use. At the end of City's Use Period and any period of use during District's Use Period granted to CITY by a Civic Center Permit, CITY or its permittee shall visually inspect the Recreational Facility including the Parking Lot and restroom facilities provided for in Section 3 below, and pick-up trash and debris so that these areas are in a clean and sanitary condition prior to the next DISTRICT use. DISTRICT shall provide custodial, trash removal, and grounds maintenance services subsequent to City Use and prior to District Use in lieu of CITY performing such work and CITY shall reimburse District for those services ("Maintenance Charges"). Other DISTRICT maintenance responsibilities are set forth in the Joint Use Agreement for the Recreational Facility dated June 4, 1998.

(f) No Use of the Recreational Facility. The Maintenance Charges for all or any individual facility comprising the Recreational Facility and CITY shall not be liable for the damage and/or destruction of all or any portion of any individual facility comprising the Recreational Facility on the following situations:

(i) CITY is denied use of all or a portion of the Recreational Facility during City's Use Period for a period beyond three (3) consecutive days and; and/or

(ii) CITY elects not to use all or any individual facility comprising the Recreational Facility and CITY provides DISTRICT with a minimum of four (4) weeks prior written notice of such election.

As an example, and not as a limitation, if CITY elects not to use the dance studio/multipurpose room for a defined period and notifies DISTRICT accordingly, the

Maintenance Charges for the dance studio/multipurpose room shall be proportionally adjusted and CITY will not be liable for damage and/or destruction to the dance studio/multipurpose room for the defined period.

### 3. RESTROOM FACILITIES

During the City's Use Period and any period of use granted to CITY by a Civic Center Permit, CITY shall have access to the restroom facilities identified by DISTRICT (the "Shared Restrooms") upon the commencement of this Permit. DISTRICT shall replenish any supplies used for the Shared Restrooms and CITY shall pay a prorated amount of the cost to replenish the supplies based on CITY's use. During the District's Use Period and any period of use granted by written permission from CITY during City's Use Period, DISTRICT shall replenish any supplies used for the Shared Restrooms. DISTRICT may change the identification of the Shared Restrooms for maintenance, repair, renovation or improvement by providing thirty (30) days written notice to CITY in the event DISTRICT will repair, renovate or improve the Shared Restrooms.

### 4. MAINTENANCE CHARGES

DISTRICT shall provide general maintenance of the Recreational Facility. CITY agrees to reimburse DISTRICT for the costs and expenses incurred for the maintenance of the Recreational Facility including pool maintenance that are in accordance with the responsibilities that are enumerated in the Joint Use Agreement that was executed on June 4, 1998. CITY shall reimburse the District for its pro rata share of maintenance costs pursuant to EXHIBIT B, attached hereto and incorporated herein by reference. If DISTRICT's maintenance of any individual facility comprising the Recreational Facility is deemed inadequate by CITY for CITY's reasonable use during City's Use Period, CITY may perform the maintenance so long as all of the following conditions have been satisfied: (i) CITY shall notify DISTRICT in writing of the inadequate maintenance, with reasonably sufficient information to allow DISTRICT to assess whether the facility is below DISTRICT standards, including those of the Office of Environmental Health & Safety, for use by its students; and (ii) DISTRICT determines that it cannot physically commence performance of the work needed to bring the facility to DISTRICT standards within thirty (30) days of DISTRICT's receipt of CITY's written notice.

### 5. DAMAGE AND DESTRUCTION

(a) District Use Period. Any damage or destruction of the Recreational Facility that occurs during District's Use Period or any period of use granted by permission from CITY shall be repaired or replaced by DISTRICT, at its sole cost and expense, consistent with School standards.

(b) City Use Period. Any damage or destruction of the Recreational Facility that occurs during City's Use Period or any period of use granted by Civic Center Permit to CITY shall be repaired or replaced by DISTRICT consistent with School standards and CITY shall reimburse DISTRICT for the cost and expense of such repair or replacement.



## 6. UTILITIES

CITY acknowledges and agrees that DISTRICT shall not be liable for the lack of utility service such as, but not limited to, electricity, water and sewer if such service cannot be provided for reasons beyond the control of DISTRICT. As an example, and not as a limitation, the main water line providing service to the School is severed by third parties.

## 7. CALIFORNIA CODE

The provisions of this Permit constitute an express agreement between DISTRICT and CITY with respect to any and all damage to, or destruction of, all or any part of the Recreational Facility, and any statute or regulation of the State of California, including, without limitation, Sections 1932(2) and 1933(4) of the California Civil Code, with respect to any rights or obligations concerning damage or destruction in the absence of an express agreement between the parties, and any other statute or regulation, now or hereafter in effect, shall have no application to this Permit or any damage or destruction to all or any part of the Recreational Facility.

## 8. NO RIGHTS TO SCHOOL

Notwithstanding any reference in this Permit to the School and/or the underlying real property for said School, nothing in this Permit is intended to give CITY any rights to use the facilities and real property of the School which are not identified as part of the Recreational Facility.

## 9. CONSIDERATION

No rent for the use of any of the Recreational Facility described herein shall be payable by either party to the other party.

## 10. NO TRANSFER

Neither party shall have the right to assign, sublease or otherwise transfer its interests in this Permit to any third party except as follows:

(a) DISTRICT. DISTRICT shall be permitted to allow the students and user groups of the School to use the Recreational Facility at the times and for the purposes DISTRICT is permitted to use the same under this Permit. DISTRICT shall be permitted to grant Civic Center Permits, pursuant to the Civic Center Act of the California Education Code, for the use of the Recreational Facility during District's Use Period on terms and conditions consistent with this Permit. The organizations to which DISTRICT grants a permit to use the Recreational Facility shall be collectively referred to herein as the "**District Permittees**" and permits permitted hereunder to be granted by DISTRICT to the District Permittees are referred to herein as the "**District Permits**." All District Permits shall be subject and subordinate to the terms and conditions of this Permit. The District Permits shall also expressly state that the District Permit

is revocable without notice or opportunity to cure in the event DISTRICT, in its sole discretion, determines that the District Permittee is not using the Recreational Facility including the Staff/Faculty Parking Lot and Shared Restroom in full compliance with the terms and conditions of this Permit. DISTRICT shall indemnify and hold harmless CITY. No District Permittee shall be considered a third party beneficiary of this Permit.

(b) CITY shall be permitted to allow the public and grant to youth sports organizations and/or teams, pursuant to CITY's standard permitting procedures and otherwise in compliance with all applicable laws, a permit to use the Recreational Facility for recreational purposes at the times and for the purposes CITY is permitted to use the same under this Permit. The youth sports organizations and/or teams to which CITY grants a permit to use the Recreational Facility shall be collectively referred to herein as the "**City Permittees**" and permits permitted hereunder to be granted to CITY to the City Permittees are referred to herein as the "**City Permits.**" All City Permits shall be subject and subordinate to the terms and conditions of this Permit. The City Permits shall also expressly state that the City Permit is revocable at the pleasure of the Board of Recreation and Park Commission. In the event DISTRICT, in its sole discretion, determines that the City Permittee is not using the Recreational Facility including the Staff/Faculty Parking Lot and Shared Restroom in full compliance with the terms and conditions of this Permit, DISTRICT shall notify CITY in writing and upon receipt of such written notification, CITY shall cause the City Permittee to comply with the terms and conditions of this Permit to the satisfaction of DISTRICT or CITY shall revoke the City Permit issued to said City Permittee. Further, CITY shall inform the City Permittees and those persons using the Recreational Facility in connection with the City Permits by expressly stating in the City Permits that DISTRICT shall have no liability for any reason or in any manner whatsoever to such persons or entities, including, without limitation, DISTRICT's exercise of its rights hereunder to cause the revocation of a City Permit. In the event that any City Permit is revoked, CITY shall indemnify and hold harmless DISTRICT. No City Permittee shall be considered a third party beneficiary of this Permit.

## 11. DEFAULTS

Any failure by either party hereto to observe and perform any provision of this Permit to be observed or performed by that party within fifteen (15) days after notice thereof has been provided to the non-observing party by the other party, or if performance is not possible within said period, any failure of the non-observing party to commence performance within said period and to diligently prosecute such performance to completion, shall constitute a default and breach of this Permit by the non-observing party. In the event of any default and breach by either party under this Permit, the non-observing party shall be liable to the other party for monetary damages incurred by said party in connection with said breach and default.

## 12. NOTICES

Any party delivering notice or requesting information from the other shall send such notice or request as indicated below:

DISTRICT: Los Angeles Unified School District  
Leasing & Space Utilization  
333 South Beaudry Avenue, 23<sup>rd</sup> Floor  
Los Angeles, California 90017  
Attn: Director of Leasing and Space Utilization  
Phone: (213) 241-6785 Fax: (213) 241-6784

With copy to: Los Angeles Unified School District  
Office of General Counsel, Facilities Services  
333 S. Beaudry Avenue, 23<sup>rd</sup> Floor  
Los Angeles, California 90017  
Attn: Mark A. Miller  
Phone: (213) 241-4989 Fax: (213) 241-8386

CITY: Department of Recreation and Parks  
City of Los Angeles  
3900 Chevy Chase Drive  
Los Angeles, California 90039  
Attn: Joel Alvarez, Partnership Division  
Phone: (818) 243-6488 Fax: (818) 243-6447

With copy to: City Attorney's Office  
200 N. Main Street, City Hall East, 7<sup>th</sup> Floor  
Los Angeles, California 90012  
Attn: Strefan Fauble, Deputy City Attorney  
Phone: (213) 978-8156 Fax: (213) 978-8211

### 13. DISTRICT AND CITY COMMUNICATION

On the part of CITY, the contact persons for daily operational issues shall be the Director of Van Ness Recreation Center and the Aquatics Supervisor for the School. On the part of DISTRICT, the contact persons for daily operational issues shall be the Athletic Director and the Vice Principal.

Reports in regard to the cleanliness and sanitation of the Recreation Facilities, including conditions of the Pool, shall be sent to the Principal or his/her designee for immediate review and action as necessary.

### 14. ATTORNEYS' FEES

In the event either party brings an action or claim for breach of this Permit against the other party in a court, the prevailing party as determined by such court shall be entitled to recover its reasonable attorneys' fees and expenses actually incurred in the pursuit or defense of such claim, as required by law.

## 15. ENTIRE AGREEMENT

It is understood and acknowledged that there are no oral agreements between the parties hereto affecting this Permit. This Permit, the exhibits and schedules attached hereto, contain all of the terms, covenants, conditions, and warranties of the parties relating in any manner to the use and occupancy of the Recreational Facility shall be considered to be the only agreement between the parties hereto and their representatives and agents, and none of the terms, covenants, conditions or provisions of this Permit can be modified, deleted or added to except in writing signed by the parties hereto.

## 16. COUNTER-PARTS

This Permit may be executed in any number of counter parts, each of which shall be deemed an original, but all of which when taken together shall constitute one and the same instrument. The signature page of any counterpart may be detached there from without impairing the legal effect of the signature(s) thereon provided such signature page is attached to any other counterpart identical thereto except having additional signature pages executed by other parties to this Permit attached thereto.

## 17. DELAYS

Neither of the parties hereto shall be liable to the other party on account of any delay or inability to perform when such delay or inability is due in whole or in part to fire, strikes, labor disturbances, riots, civil disturbances, acts of nature, any present or future law or governmental regulation, or any cause beyond the control of the parties. If any delay is caused by such occurrences, the delayed party shall have the right to extend the time for performance of any act delayed thereby insofar as performance thereof is required.

## 18. SEVERABILITY

If any term, covenant or condition of this Permit shall, to any extent, be invalid, void, illegal or unenforceable, the remainder of this Permit shall not be affected thereby, and each other term, covenant or condition of this Permit shall be valid and be enforced to the fullest extent permitted by law.

## 19. WARRANTIES

(a) DISTRICT's Warranties: As an inducement to CITY to enter into this agreement, DISTRICT represents warrants and covenants as follows:

(i) that it is a regularly organized and existing school district under the laws of the State of California;

(ii) that it has the power and authority to carry on its function as a school district, to enter this Permit (subject to DISTRICT obtaining the approval of the Board of Education, if required, and any other required governmental approvals), and to consummate the

transaction herein contemplated;

(iii) subject to DISTRICT obtaining the approval of the Board of Education, if required, and any other required governmental approvals, that all actions to be taken by or on behalf of DISTRICT to authorize it to make, deliver and implement the terms of this Permit have been duly and properly taken prior to the execution of this Permit; and

(iv) subject to DISTRICT obtaining the approval of the Board of Education, if required, and any other required governmental approvals, that this Permit is a valid and binding obligation of DISTRICT, enforceable in accordance with its terms except as the same may be affected by subsequent changes in law, in court decisions, bankruptcy, insolvency, moratorium or similar laws, or by legal or equitable principles relating to or limiting the rights of contracting parties generally.

(b) CITY's Warranties: As an inducement to DISTRICT to enter into this agreement, CITY represents, warrants and covenants as follows:

(i) that it is a municipal corporation, duly organized and validly existing and in good standing under the laws of the State of California;

(ii) that it has the power and authority to carry on its function as a city, to enter into this Permit, and to consummate the transaction herein contemplated;

(iii) that all actions to be taken by or on behalf of the CITY to authorize it to make, deliver and implement the terms of this Permit have been duly and properly taken prior to the execution of this Permit; and

(iv) that this Permit is a valid and binding obligation of the CITY, enforceable in accordance with its terms except as the same may be affected by subsequent changes in law, court decisions, bankruptcy, insolvency, moratorium or similar laws, or by legal or equitable principles relating to or limiting the rights of contracting parties generally.

## 20. EXHIBITS

The parties hereto agree that the following exhibits shall be attached hereto and incorporated into this Permit:

EXHIBIT A and A1:	Site Plan, including Staff/Faculty Parking Lot and Athletic Building
EXHIBIT B:	Maintenance and Operation Yearly Cost Estimate Matrix
EXHIBIT C:	Estimated Costs of Recreation and Parks Service Lifeguard Services to LAUSD for July 2016 – June 2017 (12 months)

[SIGNATURES APPEAR ON THE FOLLOWING PAGE.]

IN WITNESS WHEREOF, the parties have executed this Permit to be effective as of the day and year set forth above.

THE DEPARTMENT OF RECREATION  
AND PARKS, CITY OF LOS ANGELES

LOS ANGELES UNIFIED SCHOOL  
DISTRICT OF LOS ANGELES COUNTY

By: \_\_\_\_\_  
Name:  
General Manager

By: \_\_\_\_\_  
Eileen Ma  
Acting Director of Leasing and Space  
Utilization

Dated: \_\_\_\_\_, 201\_

Dated: \_\_\_\_\_, 201\_

APPROVED AS TO FORM & LEGALITY

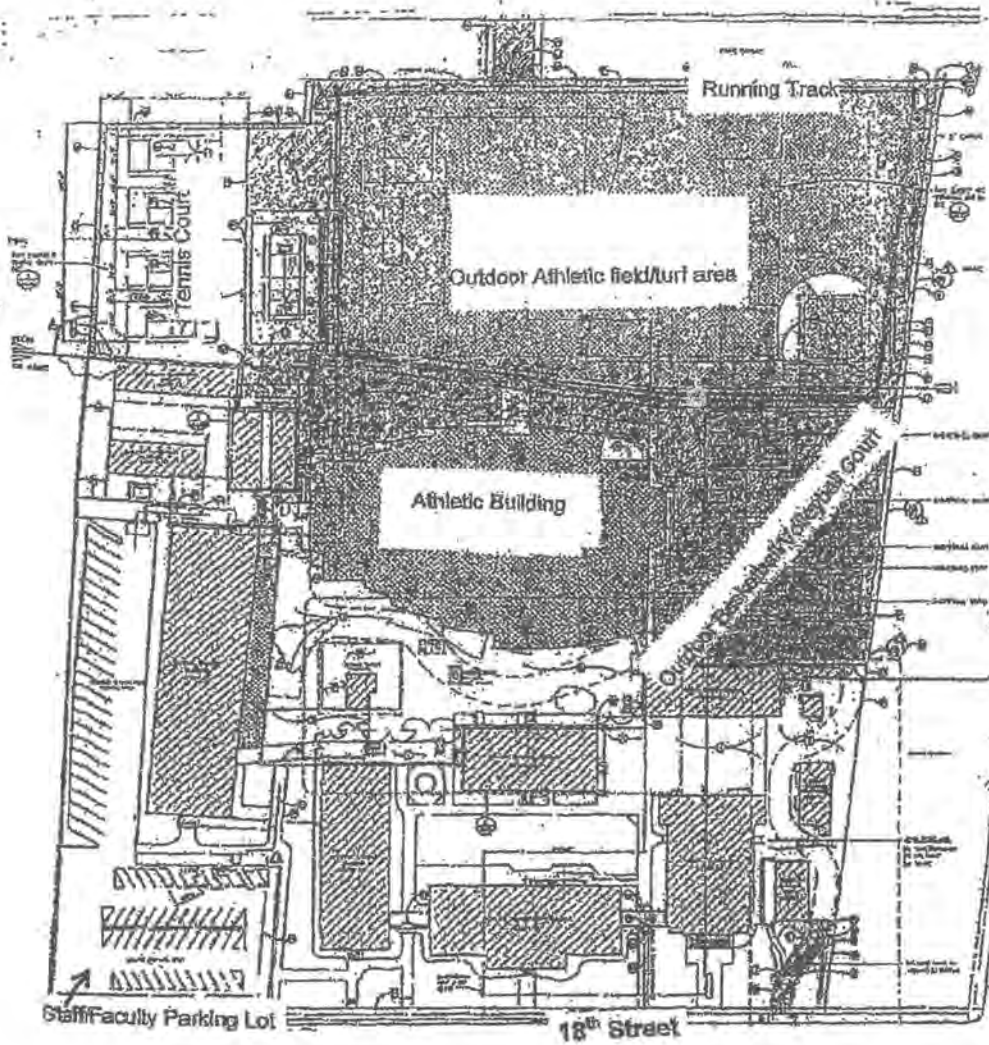
\_\_\_\_\_,  
CITY ATTORNEY,

Dated: \_\_\_\_\_, 201\_

By: \_\_\_\_\_  
Deputy City Attorney

EXHIBIT A and A-1

Site Plan



**EXHIBIT A**  
Recreational Facility

LOS ANGELES CENTER FOR ENRICHED STUDIES

EXHIBIT A-1 Athletic Building

LOS ANGELES CENTER FOR ENRICHED STUDIES (LACES)

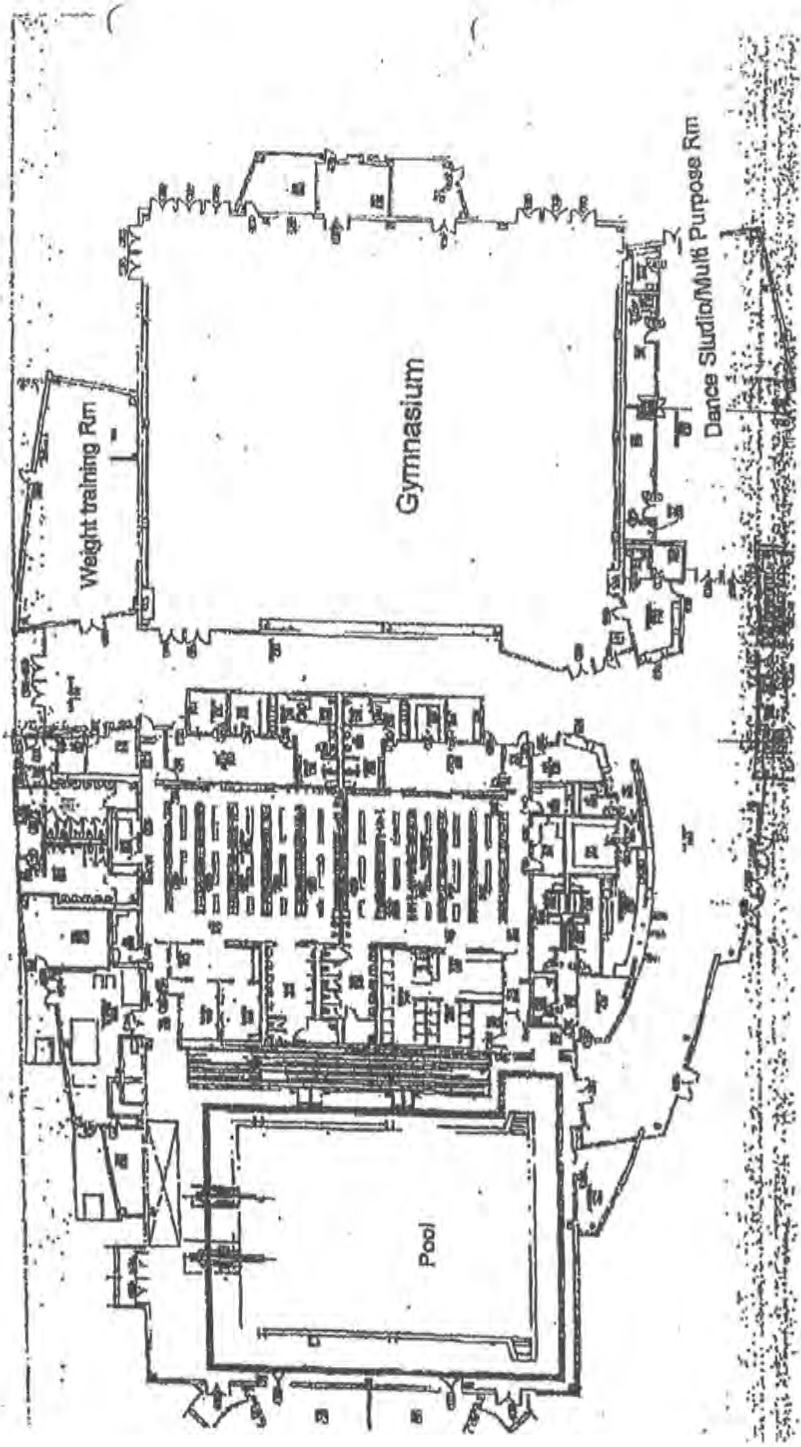




EXHIBIT B

Maintenance & Operations Yearly Cost Estimate Cost Matrix

FY 2016-17 LAUSD MAINTENANCE & OPERATIONS COSTS FOR JOINT USE OF THE ATHLETIC FACILITIES AT LACES

SCHOOL SITE AND USE INFORMATION	Calculations	Costs	Percentage of area based on use
Total square feet of LACES		\$ 667,649	
Approximate total square feet of indoor/outdoor athletic facility and percentage of area for joint-use		\$ 314,002	47.03%
LA CITY REC AND PARKS LACES FACILITY HOURS OF USE PER YEAR - M-F: 6 pm - 9 pm school days; 9 am - 9 pm summer and school breaks; 8 hrs SA, 6 hrs SU school days		\$ 1949	46.34%
LAUSD LACES FACILITY HOURS OF USE PER YEAR - 6 am - 6 pm school days		\$ 2256	53.66%
MAINTENANCE & OPERATIONS SERVICES	Calculations	Costs	FUNCTIONS
Pool Custodian labor (Including benefits) - 8 hrs/day, 5 days/week	$(\$32.24 \text{ per hour for 760 hours}) \times 46.34\%$	\$ 11,354.41	Services provided by LAUSD during and after partner (City) use. Pool Services: Evaluating water condition, monitoring and maintaining computerized chemical release and pool equipment, cleaning of pool area and decking. Also services restrooms, cleans buildings, grounds upkeep. Pool closed 7/1/16 - 2/15/16. Hours effective 2/16/16.
Weekend Custodial Staff (8 hrs Saturday & 6 hrs Sunday, Weekdays - 1 hour & 4 hrs during Summer, Holidays 8 hrs)	$\$39.55 \text{ (OT rate)} \times 1278$	\$ 50,544.90	Services provided by LAUSD during and after partner (City) use. Athletic facility cleanup includes: sweeping, damp mopping, restroom cleaning and disinfecting surfaces, spot washing walls and doors, wall washing, servicing dispensers (toilet paper, paper towels, soap), light replacement, removing graffiti, trash removal, grounds upkeep.
Pool Chemicals	$\$3457 \times 46.34\% \times 33\%$	\$ 528.65	Charges for annual use of chlorine, acid, dry chemicals based on reduced time of 67% based on pool closure.
Gardening + landscaping	$(\$5049.64 + \$27128.44) \times 47.03\%$	\$ 7,012.77	LAUSD to maintain athletic field and other landscaped areas on a regular basis.
Annual Athletic Field Renovation	$(\$8056.31 + \$2528.50) \times 46.34\%$	\$ 1,755.77	Aeration and renovation of athletic field once/year.
Pest Management	$(\$9694.85 \times 47.03\%) \times 46.34\%$	\$ 2,112.97	LAUSD to provide all services according to required Integrated Pest Management Program. City not to apply any pesticides.
Annual Gym Floor Refinishing	$\$7400 \times 46.34\%$	\$ 3,429.16	Includes all supplies and labor once/year.
Rubbish Collection	$(\$13,850.28 \times 47.03\%) \times 46.34\%$	\$ 3,015.43	Charges based on annual rubbish collection contract.
Supplies	$\$30/day \times 345 \text{ days}$	\$ 10,350.00	Based on daily use of paper towels, toilet paper, soap, etc.
	<b>SUBTOTAL</b>	\$ 90,105.96	
Administrative Costs	19.3% of subtotal	\$ 17,390.64	Standard and customary overhead reimbursement
	<b>Total Payment Due LAUSD For Fiscal Year 2016-17</b>	\$ 107,497.60	

EXHIBIT C

Lifeguard Services Yearly Cost Estimate

EXHIBIT C - Estimated Costs of Recreation and Parks Lifeguard Service to LAUSD for January 2013-June 2014 (18 months)\*

	Total Labor	Full-Time CTO 21.18%	Total Gross Salaries	Full-Time Fringe Benefits 50.74%	Part-Time Fringe Benefits 8.71%	Full-Time Department Administration 17.47%	Part-Time Department Administration 17.47%	TOTAL Labor and Burden
Full-Time Aquatics Facility Mgr <i>Based on actual 2012-13 hours: 850 hours for 18 months @ \$28.83/hr</i>	\$24,590.50	\$5,208.27	\$29,798.77	\$15,119.89		\$5,205.84		\$50,124.51
Part-time Lifeguard	\$56,595.00							
Part-time Seasonal Pool Mgr	\$474.25							
Part-time Sub-total	\$57,069.25		\$57,069.25		\$4,970.73		\$9,970.00	\$72,009.98
Lifeguard based on actual 2012-13 hours: 3500 hours for 18 months @ \$16.17/hr								
Seasonal Pool Mgr: based on average FY hours for four years: 25 hours for 18 months @ \$18.97/hr								
<b>TOTAL Estimated for Services to LAUSD at LACES</b>								<b>\$122,134.49</b>

\* Estimate crosses fiscal years; actual total hours, hourly rates, and overhead rates may differ.

**BOARD REPORT**

**NO.** 16-188

**DATE:** September 09, 2016

**C.D.** 11

**BOARD OF RECREATION AND PARK COMMISSIONERS**

**SUBJECT:** WESTCHESTER SENIOR CITIZENS CENTER – MEMORANDUM OF UNDERSTANDING WITH WESTSIDE PACIFIC VILLAGES FOR A DONATION OF INTERNET CONNECTIVITY THROUGH THE INSTALLATION OF DIGITAL SUBSCRIBER LINE(S) (DSL), ASSOCIATED EQUIPMENT, AND DSL SERVICE; EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE III, SECTION 1, CLASS 3(4) OF THE CITY CEQA GUIDELINES

AP Diaz	_____	*V. Israel	_____
R. Barajas	_____	K. Regan	_____
H. Fujita	_____	N. Williams	_____

  
 \_\_\_\_\_  
 General Manager

Approved \_\_\_\_\_ Disapproved \_\_\_\_\_ Withdrawn \_\_\_\_\_

**RECOMMENDATIONS**

- 1) Accept a donation from Westside Pacific Villages, a California 501(c)(3) non-profit public benefit corporation (Donor), consisting of the provision of data service through Digital Subscriber Line(s) (DSL) and associated equipment with connectivity to the Internet at Westchester Senior Citizens Center, as more fully described in the Summary of this Report, and that appropriate recognition be given to the Donor;
- 2) Approve a proposed Memorandum of Understanding (MOU) between City and Donor with a term of three years, as shown on Attachment 1, establishing their respective roles, responsibilities, and financial relationship with respect to the furnishing, installing, maintaining, operating, and removal (when necessary) of DSL service at Westchester Senior Citizens Center, subject to the approval of the Mayor and of the City Attorney as to form;
- 3) Direct the Board Secretary to transmit the proposed MOU to the Mayor in accordance with Executive Directive No. 3, and concurrently to the City Attorney for review and approval as to form;
- 4) Authorize the Board President and Secretary to execute the MOU subsequent to all necessary approvals; and
- 5) Find that the Project is exempt from provisions of the California Environmental Quality Act pursuant to Article III, Section 1, Class 3(4) of the City CEQA Guidelines.

## BOARD REPORT

PG. 2 NO. 16-188

### SUMMARY:

Westside Pacific Villages (Donor) desires to arrange and pay for the costs of installation and use of DSL with connectivity to the Internet at Westchester Senior Citizens Center, as a donation to the City of Los Angeles (City) for the benefit and enjoyment of patrons at Westchester Senior Citizens Center (WSCC). WSCC is located at 8740 Lincoln Boulevard, Los Angeles, California 90045. The Donor hopes to benefit patrons of the facility by providing Internet connectivity for the purposes of conducting training, tutoring, and better access to information on the web.

The Donor's contribution in connection with the Project is the provision and installation of computer systems and equipment, and the payment of all associated costs and fees charged by a third-party DSL service provider for installation, maintenance, repair, and service of the DSL line(s) installed, with no cost to the Department of Recreation and Parks (RAP). The value of the DSL installation is approximately \$150.00, and monthly DSL service is approximately \$100.00 per month (\$1,200.00 per year).

The proposed Memorandum of Understanding (MOU) between the City and Donor outlines each party's respective roles, responsibilities, and financial relationship with respect to the furnishing, installing, maintaining, operating, and removing (when necessary) of DSL services at WSCC. The term of the proposed MOU commences upon its execution and terminates after three years, or earlier if either party terminates the MOU or Donor ceases to pay DSL service monthly charges for WSCC.

### ENVIRONMENTAL IMPACT STATEMENT

RAP Staff has determined that the Project consists of installation of computer equipment and provision of Internet service for public use involving negligible or no expansion of facility use. Therefore, the Project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Article III, Section 1, Class 3(4) of the City CEQA Guidelines.

### FISCAL IMPACT STATEMENT

Acceptance of this donation results in no fiscal impact to the RAP General Fund as Westside Pacific Villages will be solely responsible for all costs and expenses associated with the provision of Internet access at Westchester Senior Citizens Center.

This Report was prepared by Alex Yee, Director of Systems, Systems Division, and Carolyn James, Principal Recreation Supervisor II, Pacific Region Operations.

### LIST OF ATTACHMENTS

- 1) Proposed Memorandum of Understanding with Westside Pacific Villages

**MEMORANDUM OF UNDERSTANDING**  
**BETWEEN**  
**THE CITY OF LOS ANGELES**  
**AND**  
**WESTSIDE PACIFIC VILLAGES**  
**FOR DATA CONNECTIVITY AT THE WESTCHESTER SENIOR CITIZENS CENTER**

**THIS MEMORANDUM OF UNDERSTANDING** (hereinafter "MOU") is made and entered into this \_\_\_\_ of \_\_\_\_\_, 201\_\_, by and between the City of Los Angeles, a municipal corporation, acting by and through its Board of Recreation and Park Commissioners, (hereinafter referred to as "CITY"), and Westside Pacific Villages, a California 501(c)(3) non-profit public benefit corporation, (hereinafter "WPV"). CITY and WPV may be referred to collectively herein as "PARTIES", and individually as "PARTY".

**WHEREAS**, the Department of Recreation and Parks (RAP) owns and operates the Westchester Senior Citizens Center (hereinafter "WESTCHESTER SCC"), located at 8740 Lincoln Boulevard, Los Angeles, California 90045; and,

**WHEREAS**, WPV is incorporated as a California 501(c)(3) nonprofit public benefit corporation whose mission is to help older adults (55+) remain as active and independent as possible, in the comfort and security of their own homes and neighborhoods, by providing services and programs that promote healthy and engaged living; and,

**WHEREAS**, the purpose of this MOU is to establish the respective roles, responsibilities, and financial relationship between RAP and WPV, with respect to furnishing, installing, maintaining, operating and removing of Digital Subscriber Line (DSL) service, with connectivity to the Internet, for the purpose of conducting training, tutoring, and general access to the public at WESTCHESTER SCC.

**NOW, THEREFORE**, in consideration of the covenants and conditions contained herein, and the performance thereof, the PARTIES hereto mutually agree as follows:

CITY and WPV hereby agree and understand as follows:

**1. PARTIES**

CITY OF LOS ANGELES  
DEPARTMENT OF RECREATION AND PARKS:  
Michael A. Shull, General Manager  
221 N. Figueroa Street, Suite 350  
Los Angeles, CA 90012  
Telephone: (213) 202-2633

WESTSIDE PACIFIC VILLAGES:  
Carol Kitabayashi, Executive Director  
8939 South Sepulveda Boulevard, Suite 326  
Los Angeles, California 90045  
Telephone: (310) 695-7030

## **2. PURPOSE**

The purpose of this MOU is to clarify the roles and responsibilities between RAP and the WPV in regard to the installation and use of a Digital Subscriber Line (DSL) at WESTCHESTER SCC in connection with a computer program to be conducted by WPV and to ensure that all RAP regulations are followed in the use of computers or other devices and Internet connectivity.

This MOU is in addition to any other permits or agreements between RAP and WPV that may be required in the future or may exist with regard to the conduct of other activities at WESTCHESTER SCC.

## **3. TERM**

The term of this MOU shall commence upon its full execution by the PARTIES hereto (Effective Date), and shall expire three (3) years from the Effective Date (hereinafter, "TERM") or when WPV ceases to pay for DSL service at WESTCHESTER SCC, or if RAP determines that the DSL service is causing any disruption to the operation of WESTCHESTER SCC.

This MOU may be revoked by either PARTY upon sixty (60) calendar days advanced written notice to the other PARTY; or immediately for default of any terms or conditions set forth herein if such default is not cured within thirty (30) days of receiving written notice of such default by either PARTY. If in the future a third-party elects to pay for the DSL service (other than WPV), such third-party and WPV shall arrange for the transfer of billing to the third-party and notify the RAP representative listed in Section 9 of this MOU, so that a replacement MOU can be prepared and executed between CITY and the third-party.

## **4. OBLIGATIONS OF PARTIES**

RAP and WPV hereby understand and agree to the following:

WPV shall be responsible for arranging for the purchase and installation of a DSL connection and any associated equipment or software at WESTCHESTER SCC.

WPV agrees to not bring into WESTCHESTER SCC, install, or alter, any equipment that could potentially harm WESTCHESTER SCC patrons, staff, assets, grounds, or the facility.

WPV shall be solely responsible for the maintenance, repair, and/or replacement of any computers, equipment, and/or software that WPV brings into, installs or uses at WESTCHESTER SCC, regardless of reason, including vandalism, theft, or misuse.

CITY shall not be responsible for theft, damage or destruction of WPV computers, equipment, or software, unless such theft, damage, or destruction is the result of the willful negligence of CITY or its employees.

WPV shall expend reasonable efforts to configure hardware devices and install software to block Internet pornographic content and malicious software from the WPV DLS service.

CITY recognizes that the computer systems and other Internet connected devices being brought into WESTCHESTER SCC by the members of WPV are the property of such members of the WPV. To ensure a safe working and learning environment, RAP has guidelines that must be followed for appropriate Internet usage while on RAP property, regardless of the ownership of such equipment. A copy of the RAP Internet and Computer Use Policies are attached hereto and incorporated herein by reference as Exhibit A. Members of the WPV must fully comply with these rules when accessing the Internet on RAP property.

During the TERM of this MOU, RAP shall allow WPV, its employees, and agents, appropriate access to WESTCHESTER SCC, for the purpose of installation and maintenance of the DSL service.

## **5. COST AND FEES**

WPV shall pay all costs and fees associated with the installation, maintenance, repair, and service of such DSL line(s) installed pursuant to the terms and conditions of this MOU. WPV agrees to make arrangements for direct invoicing and payments between WPV and applicable service providers, vendors, and /or contractors. No fees shall be charged by RAP for WPV's installation of the DSL lines or service at WESTCHESTER SCC. RAP shall not be responsible or liable for any costs or fees in connection with this DSL service, or its removal.

## **6. TRANSFER OR SUBLETTING**

No rights granted herein to WPV may be assigned or transferred without the express written permission of RAP, nor may the use or right to use the DSL service be sublet or permitted in any way to any other individual or organization without the mutual consent of PARTIES.

## **7. RESTORATION OBLIGATIONS**

At the end of the TERM, or upon termination of this MOU by either PARTY, WPV agrees that it shall be responsible for the removal of all equipment and Internet connections at WPV's own cost and expense. As such, WPV agrees to pay any and all charges resulting from the removal of the equipment and connections. Other than normal wear and tear, WPV shall immediately repair any damage(s) to WESTCHESTER SCC caused by DSL service installation, use, or its removal.

## **8. INDEMNIFICATION**

Except for the active negligence or willful misconduct of CITY, or any of its Boards, Officers, Agents, Employees, Assigns and Successors in Interest, WESTSIDE PACIFIC VILLAGES undertakes and agrees to defend, indemnify and hold harmless the CITY and any of its Boards, Officers, Agents, Employees, Assigns, and Successors in Interest from and against all suits and causes of action, claims, losses, demands and expenses, including, but not limited to, attorney's fees (both in house and outside counsel) and cost of litigation (including all actual litigation costs incurred by the CITY, including but not limited to, costs of experts and consultants), damages or liability of any nature whatsoever, for death or injury to any person, including WESTSIDE PACIFIC VILLAGES'S volunteers, employees and agents, or damage or destruction of any property of either party hereto or of third parties, arising in any

manner by reason of the negligent acts, errors, omissions or willful misconduct incident to the performance of this MOU by WESTSIDE PACIFIC VILLAGES or its volunteers and subcontractors of any tier. Rights and remedies available to the CITY under this provision are cumulative of those provided for elsewhere in this MOU and those allowed under the laws of the United States, the State of California, and the CITY. The provisions of clause shall survive expiration or termination of this MOU.

## **9. DEPARTMENT COORDINATION**

Ms. Carolyn James, Principal Recreation Supervisor, or her designee, shall be RAP's representative for activities at WESTCHESTER SCC authorized under this MOU. Ms. James can be reached at (310) 548-7675.

## **10. INSURANCE**

WPV shall obtain and keep in force an insurance policy which covers all operations conducted pursuant to this MOU. Such insurance policy must also insure CITY, and comply with the Office of the City Administrative Officer's Insurance Requirements stipulated on Form Gen. 146 (Rev. 9/06), attached hereto and incorporated herein by reference as Exhibit B. Instructions and Information for submitting insurance to the CITY [Form Gen. 133 (Rev. 05/12)] are attached hereto and incorporated herein by reference as Exhibit C. CITY, based upon advice of the CITY Risk Manager, may increase or decrease the amounts of required insurance coverage within thirty (30) days' advance written notice to WPV.

## **11. PUBLICITY**

PARTIES agree to cooperate and coordinate with respect to the nature, text, and timing of any press release or public announcement(s) concerning the existence of this MOU, the use or promotion of WESTCHESTER SCC, and/or construction or installation of any improvements at WESTCHESTER SCC, except as may be legally required by applicable laws, regulations, or judicial order. PARTIES agree to notify each other in writing of any press release, public announcement, marketing, or promotion of WESTCHESTER SCC if related to this MOU. Further, any press release, public announcement, marketing materials, or brochures prepared by either PARTY, shall appropriately acknowledge the contributions of both PARTIES. To the extent stipulated in any grant agreement, PARTIES shall duly notify any grantors, and each other, prior to any public or media event publicizing the accomplishments funded by any such grant agreement, and shall provide the opportunity for attendance and participation by grantor representatives. Further, PARTIES shall coordinate the scheduling and organization of any public or media event to provide the opportunity for attendance and participation by officials and/or representatives of both PARTIES; including elected officials and other public officials. Similarly, any document, written report, or brochure prepared by either PARTY, in whole or in part pursuant to the acquisition of property and/or installation of improvements, shall contain any acknowledgements required under any grant agreement.

WPV agrees that any public release or distribution of information related to this MOU or related projects, programs or services, shall include the following statement at the beginning or introduction of such release:

"In collaboration with the City of Los Angeles Department of Recreation and Parks"



## **12. SIGNAGE**

No signs or banners of any kind may be displayed unless previously approved in writing by RAP, subject to additional approval by the Board of Recreation and Park Commissioners (BOARD) if applicable. CITY may require removal or refurbishment, at WPV's expense, of any sign previously approved. If required, additional requirements for the installation of signage shall be stipulated in a separate project permit or agreement, in accordance with CITY policies and sign laws.

## **13. NOTICES**

Any notice, request for consent, or statement ("Notice"), that RAP or WPV is required or permitted to give or cause to be given to the other, shall be in writing and shall be delivered or addressed as set forth below. Either RAP or WPV may designate a different address for any Notice by written statement to the other in accordance with the provisions of this Section. Notices shall be delivered personally or sent by reliable courier providing tracking services, or by deposit with the United States Postal Service with prepaid postage and return receipt requested.

14. All Notices shall be addressed as follows:

If to RAP:                      Attn: Alex Yee, Director of Systems  
Information Technology Division  
City of Los Angeles Department of Recreation and Parks  
221 N. Figueroa Street Suite 450  
Los Angeles, CA 90012

Telephone: (213) 202-3290

If to WPV:                      Carol Kitabayashi, Executive Director  
Westside Pacific Villages  
8939 South Sepulveda Boulevard, Suite 326  
Los Angeles, California 90045

Telephone: (310) 695-7030

## **15. NO JOINT VENTURE OR AGENCY RELATIONSHIP**

Nothing herein contained shall be construed to place the PARTIES to this MOU in the relationship of a joint venture, association, partnership, or other form of a business organization or agency relationship. WPV shall have no power to obligate or bind CITY in any manner whatsoever. Further, under no circumstances will WPV represent itself to be an agent of the CITY or any of its departments. Nothing in this MOU may be construed to have authorized or vested in WPV the power to be an agent of the CITY or an actor under the color of law, be it civilly or criminally.

## **16. RELATIONSHIP OF PARTIES**

PARTIES agree that no other party shall have any right, power, or authority to assume,

create, or incur any expense, liability, or obligation, expressed or implied, on behalf of any other party, except as expressly provided herein.

#### **17. REPRESENTATIONS AND WARRANTIES**

CITY and WPV each represents and warrants to the other that it has full power and authority to execute this MOU and to perform its obligations and requirements hereunder. This MOU constitutes the valid and legal binding obligation of CITY and WPV, enforceable in accordance with its terms and conditions.

#### **18. ENTIRE AGREEMENT**

Except as specified herein, this MOU shall supersede any prior oral or written understanding or communications between PARTIES and constitutes the entire agreement of the PARTIES with respect to the subject matter hereof. This MOU may not be amended or modified, except in writing and signed by both PARTIES.

#### **19. INCORPORATION OF DOCUMENTS**

The following documents are incorporated and made a part hereof by reference:

- Exhibit A: Internet and Computer Use Policies
- Exhibit B: Insurance Requirements
- Exhibit C: Instructions for Submitting Insurance

The order of precedence in resolving conflicting language, if any, in the documents shall be: 1) This MOU exclusive of attachments; 2) Exhibit A; 3) Exhibit B; and 4) Exhibit C.

**[SIGNATURE PAGE TO FOLLOW]**

IN WITNESS WHEREOF, the parties have executed this MEMORANDUM OF UNDERSTANDING as of the day and year first above written.

Executed this \_\_\_\_\_ day  
of \_\_\_\_\_, 20\_\_

THE CITY OF LOS ANGELES, a municipal corporation, acting by and through its BOARD OF RECREATION AND PARK COMMISSIONERS

By \_\_\_\_\_  
PRESIDENT

By \_\_\_\_\_  
SECRETARY

Executed this \_\_\_\_\_ day  
of \_\_\_\_\_, 20\_\_

WESTSIDE PACIFIC VILLAGES, a 501(c)(3) California non-profit corporation

By \_\_\_\_\_  
EXECUTIVE DIRECTOR

By \_\_\_\_\_  
SECRETARY

Approved as to Form:

Date: \_\_\_\_\_

MICHAEL N. FEUER,  
City Attorney

By \_\_\_\_\_  
DEPUTY CITY ATTORNEY

DEPARTMENT OF RECREATION AND PARKS  
COMPUTER INTERNET/INTRANET POLICIES AND GUIDELINES

[Please Print] Payroll Division #: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Work Phone Number: \_\_\_\_\_

Supervisor Name: \_\_\_\_\_

Title: \_\_\_\_\_

Signature of Supervisor Distributing Policies: \_\_\_\_\_

I have read and reviewed the Department of Recreation and Parks Policies and Guidelines on the Use of City Information Systems (or "Policies and Guidelines"). By signing this form, I agree to abide by the current Policies and Guidelines and agree to keep myself informed of any changes or modifications to them. I recognize that the law and associated policy regarding the use of Internet, electronic mail, and the information systems are continually evolving. Therefore, I acknowledge and understand that my regular review of policy is required. I understand that updates to the Citywide policies and guidelines will be available on the City's intranet Web pages at (<http://rapintra/systems/internetPolicies.htm>), ([http://ita.ci.la.ca.us/netdocs/itpc\\_policy/itaintra/itpc\\_policy277673397\\_09192011.pdf](http://ita.ci.la.ca.us/netdocs/itpc_policy/itaintra/itpc_policy277673397_09192011.pdf)). I also understand that both web addresses should be included in my browser bookmark lists for easy reference.

Location Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Please return signed page to the Human Resources Division, 221 N. Figueroa St., Los Angeles, CA 90012. Stop # 625-24 within 5 days of receipt.

**DEPARTMENT OF RECREATION AND PARKS  
SUMMARY OF POLICIES AND GUIDELINES ON THE USE OF  
CITY INFORMATION SYSTEMS**

This document was created to advise all users on the disclosure of information created, transmitted, received and stored via the use of the Internet, City e-mail, and other computer systems (collectively referred to as the "City's Information Systems"). These policies and guidelines cover all computer systems activity at the workplace, regardless of origin of equipment or whether the computer is attached to the Department's network.

**GENERAL**

Users of the Systems waive any rights of privacy in anything they create, store, send or receive on the Department's computer system. The Department of Recreation and Parks can, but is not obligated to, monitor e-mails without prior notification. The following policies and guidelines apply to any employee using the City's Information Systems.

- The City reserves the right to monitor Internet use, all e-mail, and other computer transmissions, as well as any stored information, created or received by City employees. If there is evidence that an employee is not adhering to the policies and guidelines, the department reserves the right to take disciplinary action, including termination and/or legal action.
- The use of public resources by City employees for personal gain and/or private use such as, but not limited to, outside employment or for political campaign purposes is prohibited and punishable by disciplinary action which may include termination and/or criminal prosecution depending on the nature and severity of the transgression. The term public resource as used in this policy includes not only the unauthorized use of equipment, hardware, software or other tangible articles, but also any time spent by the employee engaging in the unauthorized use while on duty.
- Browsing internet sites, participating in chat rooms, sending or receiving e-mail, or otherwise engaging in any information exchange of a sexual or sexually explicit nature is prohibited and will result in disciplinary action which may include termination and/or criminal prosecution.
- Hacking is the unauthorized attempt or entry into any other computer. Never make an unauthorized attempt to enter any computer. Such action is a violation of the Federal Electronic Communications Privacy Act (ECPA) 18 U.S.C. 2510.
- Never copy or transfer electronic files without permission.

- Never send, post, or provide access to any confidential City materials or information.
- All data and software is subject to the Federal Copyright Laws. Every employee is to cooperate with any investigation regarding the use of his/her computer equipment whenever such investigation has been authorized by the General Manager.
- The City has no control or responsibility for content on an external server not under the control of the City of Los Angeles. Some information may be offensive and/or unsuitable for dissemination.
- Actively disclaim speaking for the City of Los Angeles unless you have authority to do so. Note that if you use a City of Los Angeles system to post to Internet mailing Lists and Usenet News Groups, the City's name is carried along with what you post in (at least) the headers. The "standard" disclaimers attached to many articles are meaningless if the reader finds the article offensive.
- Employees must not use the system to solicit for personal business endeavors or undertakings that are not job related, or assist others in doing so.

## INTERNET

- The Internet must not be used to violate any law, regulation, or City policy.
- Employees must not visit sexually explicit, offensive or otherwise inappropriate web sites, including racist or "hate" web sites. Such sites not only violate this policy but may also violate the sexual harassment policy.
- Employees must not engage in computer games or gambling activities.
- The Internet must not be used to commit any crime, including but not limited to sending obscene e-mails over the Internet to annoy, abuse, threaten, or harass another person.
- Employees must not use the system to send (upload) or receive (download) copyrighted materials, trade secrets, proprietary financial information, or similar materials without prior management authorization.
- Downloading a file from the Internet can bring viruses with it. Scan all downloaded files with City standard virus prevention software.
- Downloading and installing of screen savers, shopping utilities, and desktop pictures that did not come with the machine may cause loss of both data and productivity due to conflicts with the installed program and the system. Programs

that go to the internet and self update also consume bandwidth. Do not install any of these programs without the express permission of the System Group.

- If you are using information from an Internet site, you should verify the integrity of that information. Just because it is there does not mean that it is accurate or valid.

## **E-MAIL**

The Department's e-mail system is provided to employees for the purpose of conducting legitimate City business. All messages distributed via the department's e-mail system are the property of the City of Los Angeles, and therefore can be monitored by the Department.

The following rules are to be strictly adhered to. It is prohibited to:

- Send or receive your Internet Service Provider (ISP) e-mail via the internet (e.g., Yahoo Mail, Hot Mail, AOL, Earthlink, etc.)
- Send or forward e-mails containing offensive or disruptive content, which includes, but is not limited to defamatory, offensive, racist, or obscene remarks. If you receive an e-mail of this nature, you must promptly notify your supervisor.
- Send unsolicited e-mail messages or chain e-mail
- Send e-mail using another person's e-mail account without permission of the user
- Send an attachment that contains a virus
- Forward employees' e-mail addresses to internet sites
- Forward your work e-mail to your personal Internet Service Provider (ISP) e-mail account (the permission of your supervisor is required should you specifically need to monitor work e-mail off-site)
- Forward your ISP e-mail to your work e-mail account
- Forge or attempt to forge e-mail messages or disguise or attempt to disguise identity when sending mail
- Send e-mail that requires extensive network capacity (sending unnecessary e-mail, not exercising constraint when sending very large files, or sending e-mail to a large number of recipients unnecessarily consumes network resources that are needed for critical City business)

- Send or forward confidential City and Department information without proper authorization from the management.

## SYSTEM MONITORING AND BEST PRACTICES

Incoming and outgoing messages and attachments are subject to being accessed, reviewed, disclosed or monitored – and will be monitored – at the sole discretion of the Department, in the ordinary course of business, at any time, with or without notice, and notwithstanding any password.

The Department has and reserves the right to track and monitor employee use of the Internet, including websites visited and files downloaded by employees.

All e-mails will be deleted after 60 days. If a user has sufficient reason to keep a copy of an e-mail, the message must be moved to the folder for archiving.

Do not send unnecessary attachments to e-mail.. An e-mail attachment should be no larger than 10MB if the e-mail is being sent within the City and no larger than 5MB if the e-mail is being sent outside the City.

Users should request permission from their supervisor before sending fliers regarding birthday parties, retirement luncheons, publications, funeral services, etc.

When replying to an e-mail message, routinely select “Reply to Sender” and use “Reply To All” only when absolutely necessary; always remember that selecting “Reply To All” will send your reply to each e-mail account the original message was sent to.

For important items, let senders know you have received their e-mail, even if you cannot respond in depth immediately and watch your punctuation and spelling as it can reflect on your professionalism.

Delete any e-mail messages that you do not need to have a copy of, and set your e-mail client to automatically empty your deleted items folder after a set number of days, 14 to 30.

## GLOSSARY of TERMS

**Archiving E-mail:** To copy E-mail files to long-term storage.

**Attachment:** A file attached to an e-mail message.



**E-mail:** Short for electronic mail; the transmission of messages over communications networks. The messages can be notes entered from the keyboard or electronic files stored on disk. Some electronic-mail systems are confined to a single computer system or network, but others have gateways to other computer systems, enabling users to send electronic mail anywhere in the world.

**E-mail Address:** A name that identifies an electronic post office box on a network where e-mail can be sent. Different types of networks have different formats for e-mail addresses. On the Internet, all e-mail addresses have the form: For example, webmaster@sandybay.com. Every user on the Internet has a unique e-mail address.

**Electronic Mail:** Electronic Mail (e-mail) may include non-interactive communication of text, data, images or voice messages between a sender and designated recipient(s) by systems utilizing telecommunications links. It may also include correspondence transmitted and stored electronically using software facilities called "e-mail," "facsimile", or "messaging" system; or voice messages transmitted and stored for later retrieval from a computer system.

**GroupWise:** The name of the software the Department uses for E-mail.

**Guidelines:** Recommendations derived from experience and which should be used and followed.

**Hacking:** Attempting to break into another system on which you have no account or authorization.

**Home Page:** the first page of a Web site.

**HTML:** Acronym for Hypertext Markup Language. The scripting language used to create Web document.

**HTTP:** Acronym for Hypertext Transport Protocol. The network protocol used by the World Wide Web.

**Internet:** A worldwide network of networks, connecting informational networks communication through a common communications language, or "protocol".

**Internet Service Provider (ISP):** A company that provides access to the Internet. Many ISP web sites are available from any computer that is connected to the internet thereby allowing a user to access their account and retrieve e-mail.

**Intranet:** Internal corporate Web site. Intranets are shielded from external Internet users by a firewall.

**Mailbox:** An area in memory or on a storage device where e-mail is placed. In e-mail systems, each user has a private mailbox.

**Mailing list:** A service that sends e-mail to everyone on a list whenever e-mail is sent to the service, permitting a group of users to exchange e-mail on a particular topic.

**Netiquette:** A combination of "network" and "etiquette." It is the practice of good manners in a networked environment.

**Policy:** Primary objectives of the City of Los Angeles as contained in this document.

**Standards:** Departmental directions or instructions describing how to achieve policy. Mandatory statement of direction.

**Users:** The public and City employees.

**Vendors:** Any private person or business enterprise.

**Virus:** A program or piece of code that is loaded onto your computer without your knowledge and runs against your wishes. Viruses can also replicate themselves. All computer viruses are manmade. A simple virus that can make a copy of itself over and over again is relatively easy to produce. Even such a simple virus is dangerous because it will quickly use all available memory and bring the system to a halt. An even more dangerous type of virus is one capable of transmitting itself across networks and bypassing security systems.

## Required Insurance and Minimum Limits

Name: \_\_\_\_\_

Date: \_\_\_\_\_

Agreement/Reference: \_\_\_\_\_

Evidence of coverages checked below, with the specified minimum limits, must be submitted and approved prior to occupancy/start of operations. Amounts shown are Combined Single Limits ("CSLs"). For Automobile Liability, split limits may be substituted for a CSL if the total per occurrence equals or exceeds the CSL amount.

Limits

**Workers' Compensation - Workers' Compensation (WC) and Employer's Liability (EL)**

WC Statutory

EL \_\_\_\_\_

Waiver of Subrogation in favor of City

Longshore & Harbor Workers

Jones Act

**General Liability**

Products/Completed Operations

Sexual Misconduct

Fire Legal Liability

**Automobile Liability** (for any and all vehicles used for this contract, other than commuting to/from work)

**Professional Liability** (Errors and Omissions)

Discovery Period 12 Months After Completion of Work or Date of Termination

**Property Insurance** (to cover replacement cost of building - as determined by insurance company)

All Risk Coverage

Boiler and Machinery

Flood

Builder's Risk

Earthquake

**Pollution Liability**

**Surety Bonds - Performance and Payment (Labor and Materials) Bonds**

100% of the contract price

**Crime Insurance**

**Other:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CITY OF LOS ANGELES**  
**INSTRUCTIONS AND INFORMATION**  
**ON COMPLYING WITH CITY INSURANCE REQUIREMENTS**

(Share this information with your insurance agent or broker)

1. **Agreement/Reference** All evidence of insurance must identify the nature of your business with the CITY. Clearly show any assigned number of a bid, contract, lease, permit, etc. or give the project name and the job site or street address to ensure that your submission will be properly credited. Provide the **types of coverage and minimum dollar amounts** specified on the Required Insurance and Minimum Limits sheet (Form Gen. 146) included in your CITY documents.

2. **When to submit** Normally, no work may begin until a CITY insurance certificate approval number ("CA number") has been obtained, so insurance documents should be submitted as early as practicable. For **As-needed Contracts**, insurance need not be submitted until a specific job has been awarded. **Design Professionals** coverage for new construction work may be submitted simultaneously with final plans and drawings, but before construction commences.

3. **Acceptable Evidence and Approval** Electronic submission is the best method of submitting your documents. **Track4LA**<sup>®</sup> is the CITY's online insurance compliance system and is designed to make the experience of submitting and retrieving insurance information quick and easy. The system is designed to be used by insurance brokers and agents as they submit client insurance certificates directly to the City. It uses the standard insurance industry form known as the **ACORD 25 Certificate of Liability Insurance** in electronic format – the CITY is a licensed redistributor of ACORD forms. **Track4LA**<sup>®</sup> advantages include standardized, universally accepted forms, paperless approval transactions (24 hours, 7 days per week), and security checks and balances. The easiest and quickest way to obtain approval of your insurance is to have your insurance broker or agent access **Track4LA**<sup>®</sup> at <http://track4la.lacity.org> and follow the instructions to register and submit the appropriate proof of insurance on your behalf.

Insurance industry certificates other than the ACORD 25 that have been approved by the State of California may be accepted, however *submissions other than through Track4LA<sup>®</sup> will significantly delay the insurance approval process as documents will have to be manually processed.* All Certificates must provide a thirty (30) days' cancellation notice provision (ten (10) days for non-payment of premium) AND an Additional Insured Endorsement naming the CITY an additional insured completed by your insurance company or its designee. If the policy includes an automatic or blanket additional insured endorsement, the Certificate must state the CITY is an automatic or blanket additional insured. An endorsement naming the CITY an Additional Named Insured and Loss Payee as Its Interests May Appear is required on property policies. All evidence of insurance must be authorized by a person with authority to bind coverage, whether that is the authorized agent/broker or insurance underwriter. Completed **Insurance Industry Certificates other than ACORD 25 Certificates** are sent electronically to [CAO.insurance.bonds@lacity.org](mailto:CAO.insurance.bonds@lacity.org)

Additional Insured Endorsements DO NOT apply to the following:

- Indication of compliance with statute, such as Workers' Compensation Law.
- Professional Liability insurance.

Verification of approved insurance and bonds may be obtained by checking **Track4LA**<sup>®</sup>, the CITY's online insurance compliance system, at <http://track4la.lacity.org>.

4. **Renewal** When an existing policy is renewed, have your insurance broker or agent submit a new Acord 25 Certificate or edit the existing Acord 25 Certificate through **Track4LA**<sup>®</sup> at <http://track4la.lacity.org>.

5. **Alternative Programs/Self-Insurance** Risk financing mechanisms such as Risk Retention Groups, Risk Purchasing Groups, off-shore carriers, captive insurance programs and self-insurance programs are subject to separate approval after the CITY has reviewed the relevant audited financial statements. To initiate a review of your program, you should complete the Applicant's Declaration of Self Insurance form (<http://cao.lacity.org/risk/InsuranceForms.htm>) to the Office of the City Administrative Officer, Risk Management for consideration.

6. **General Liability** insurance covering your operations (and products, where applicable) is required whenever the CITY is at risk of third-party claims which may arise out of your work or your presence or special event on City premises. **Sexual Misconduct** coverage is a required coverage when the work performed involves minors. **Fire Legal Liability** is required for persons occupying a portion of CITY premises. Information on two CITY insurance programs, the SPARTA program, an optional source of low-cost insurance which meets the most minimum requirements, and the Special Events Liability Insurance Program, which provides liability coverage for short-term special events on CITY premises or streets, is available at ([www.2sparta.com](http://www.2sparta.com)), or by calling (800) 420-0555.

7. **Automobile Liability** insurance is required only when vehicles are used in performing the work of your Contract or when they are driven off-road on CITY premises; it is not required for simple commuting unless CITY is paying mileage. However, compliance with California law requiring auto liability insurance is a contractual requirement.

8. **Errors and Omissions** coverage will be specified on a project-by-project basis if you are working as a licensed or other professional. The length of the claims discovery period required will vary with the circumstances of the individual job.

9. **Workers' Compensation and Employer's Liability** insurance are not required for single-person contractors. However, under state law these coverages (or a copy of the state's Consent To Self Insure) must be provided if you have any employees at any time during the period of this contract. Contractors with no employees must complete a Request for Waiver of Workers' Compensation Insurance Requirement (<http://cao.lacity.org/risk/InsuranceForms.htm>). A **Waiver of Subrogation** on the coverage is required only for jobs where your employees are working on CITY premises under hazardous conditions, e.g., uneven terrain, scaffolding, caustic chemicals, toxic materials, power tools, etc. The Waiver of Subrogation waives the insurer's right to recover (from the CITY) any workers' compensation paid to an injured employee of the contractor.

10. **Property Insurance** is required for persons having exclusive use of premises or equipment owned or controlled by the CITY. **Builder's Risk/Course of Construction** is required during construction projects and should include building materials in transit and stored at the project site.

11. **Surety** coverage may be required to guarantee performance of work and payment to vendors and suppliers. A **Crime Policy** may be required to handle CITY funds or securities, and under certain other conditions. **Specialty coverages** may be needed for certain operations. For assistance in obtaining the CITY required bid, performance and payment surety bonds, please see the City of Los Angeles Bond Assistance Program website address at <http://cao.lacity.org/risk/BondAssistanceProgram.pdf> or call (213) 258-3000 for more information.



**BOARD REPORT**

NO. 16-189

DATE September 09, 2016

C.D. 13

**BOARD OF RECREATION AND PARK COMMISSIONERS**

SUBJECT: TARGET RETAIL CENTER PROJECT - CHILD CARE FACILITY REQUIREMENTS PURSUANT TO SECTION 6.G OF THE VERMONT/WESTERN TRANSIT ORIENTED DISTRICT SPECIFIC PLAN/STATION NEIGHBORHOOD AREA PLAN - REQUEST FOR IN-LIEU CHILD CARE FEE PAYMENT PURSUANT TO SECTION 6.G.4 OF THE VERMONT/WESTERN TRANSIT ORIENTED DISTRICT SPECIFIC PLAN/STATION NEIGHBORHOOD AREA PLAN

AP Diaz	_____	V. Israel	_____
<i>fr</i> *R. Barajas	<u>C&amp;D</u>	K. Regan	_____
H. Fujita	_____	N. Williams	_____

  
 \_\_\_\_\_  
 General Manager

Approved \_\_\_\_\_ Disapproved \_\_\_\_\_ Withdrawn \_\_\_\_\_

RECOMMENDATIONS

1. Authorize a cash payment in-lieu of the child care facilities otherwise required to be provided by the Target Retail Center Project (Project) pursuant to Section G of the Vermont/Western Transit Oriented District Specific Plan/Station Neighborhood Area Plan Specific Plan;
2. Approve a proposed in-lieu fee payment of One Million Two Hundred Thirteen Thousand Five Hundred Dollars (\$1,213,500.00) by the Project;
3. Authorize the Department of Recreation and Parks' (RAP) Chief Accounting Employee to deposit the in-lieu fee payment into the Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund (Fund 52T);
4. Find that the creation and appropriation of the in-lieu cash payment is not subject to the requirements of the California Environmental Quality Act (CEQA) as a project; and,
5. Authorize the RAP Chief Accounting Employee to make technical corrections as necessary to carry out the intent of this Report.

## BOARD REPORT

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### SUMMARY

The Target Retail Center Project (Project) is a new multi-tenant commercial retail building proposed to be developed on a 168,869 square-foot lot located at 5500 West Sunset Boulevard, in the East Hollywood community of the City. The Project scope includes the demolition of 59,561 square feet of single-story buildings, electrical substation, and surface parking lot existing at this site and the construction of a three level retail shopping center of 194,749 gross square feet, which would consist of an approximately 163,862 square foot Target store along with 30,887 square feet of other smaller retail and food uses.

The Project is located within the Hollywood Community Plan and within Subarea F of the Vermont/Western Transit Oriented District Specific Plan/Station Neighborhood Area Plan Specific Plan (SNAP).

The Project was considered by the City Planning Commission on November 12, 2015 (CPC-2015-74-GPA-SP-CUB-SPP-SPR) and was approved by the Los Angeles City Council on June 24, 2016 (Council File No. 16-0033).

Condition No. 47 of the Project's Conditions of Approval, as approved by the Los Angeles City Council, is as follows:

**Childcare Facility Requirements.** Prior to the issuance of a Certificate of Occupancy for the project, for every 50 square feet of net, usable, non-residential floor area, the project shall provide one square foot of Childcare Facility, plus Ground Floor Play Area, pursuant to Section G of the Station Neighborhood Area Plan (SNAP). A 3,895 square-foot indoor Childcare Facility, plus the required amount of Ground Floor Play Area, shall be required. At the Applicant's request, the Board of Recreation and Parks Commission may authorize a cash payment in lieu of some or all of the minimum indoor square footage and play area required in Subsection 6.G. Should the applicant request to utilize the in lieu fee option, the applicant shall be required to pay the City the full cost of consultant services to evaluate the project childcare needs of the proposed project. In lieu cash payments for indoor child care space and outdoor play areas shall be deposited in the City's Child Care Trust Fund, as stipulated by the SNAP.

Note that the Childcare Facility is meant to accommodate the child care needs of the Project employees for pre-school children, including infants, and not for customers or the general public.

### Vermont/Western Transit Oriented District Specific Plan/Station Neighborhood Area Plan (SNAP)

The SNAP was established in 2001 and covers an approximately 2.2 square mile area within the Hollywood and Wilshire communities. The SNAP was created for the purpose of making the neighborhood more livable, economically viable, and pedestrian and transit friendly.

The SNAP is a part of the City's General Plan and contains both land use regulations and



## BOARD REPORT

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project development guidelines and standards. In general, projects located within the SNAP are required to comply with applicable provisions of the SNAP, unless otherwise granted an exception from a SNAP provision by the City Planning Commission and/or the Los Angeles City Council.

The Department of Recreation and Parks (RAP) currently has jurisdiction over three public parks within the boundaries of the SNAP:

**Barnsdall Park.** A 14.59 acre community park, located at 4800 Hollywood Boulevard, which features the Barnsdall Art Center, Junior Arts Center, Municipal Art Gallery, Galley Theater, and the Hollyhock House.

**Madison West Park.** A 0.52 acre neighborhood park, located at 464 North Madison Avenue, which features a children's play area, covered picnic tables, and a small open field.

**1171-1177 Madison Avenue.** A 0.56 acre neighborhood park, located at 1171-1177 Madison Avenue, which is currently undeveloped but is proposed to be developed with a community garden and a public park.

### Vermont/Western Transit Oriented District Specific Plan/SNAP Childcare Facility Requirements

SNAP Section 6.G requires all commercial and mixed-use projects located in Subareas B, C, D, and F of the SNAP with One Hundred Thousand (100,000) net square feet or more of non-residential floor area to include child care facilities to accommodate the child care needs of project employees for pre-school children, including infants.

SNAP Section 6.G.2 requires that the child care facility be used for that purpose for the life of the project, and that the child care facility be located on the ground floor of a project unless otherwise permitted by State Law.

SNAP Section 6.G.3 permits the child care facility to be located off-site of a project, provided that it is located within 5,280 feet (one mile) of a project.

Condition No. 47 of the Project's Conditions of Approval, as approved by the Los Angeles City Council, allows the Project's applicant to request that RAP authorize a cash payment in-lieu of some or all of the minimum indoor square footage and play area required to be provided pursuant to SNAP. It should be noted that RAP is not required to approve an applicant's request, and RAP's denial of a request would not relieve or eliminate a the Project's child care facility requirements under SNAP.

SNAP Section 6.G.7 requires any project that is to provide a child care facility pursuant to SNAP to submit an annual report to RAP documenting the annual number of children served by their child care facility. It also states that RAP is responsible for monitoring a project's compliance with SNAP Section 6.G and that the Department of Building and Safety is responsible for enforcing a project's compliance with those requirements.

## BOARD REPORT

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### Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund

Los Angeles Administrative Code Section 5.530 requires that any in-lieu fees collected pursuant to SNAP Section 6.G.4 be deposited into Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund (Child Care Trust Fund). Any funds deposited into the Child Care Trust Fund are to be administered and managed by RAP, with the concurrence of the President of the City Council.

Pursuant to Los Angeles Administrative Code Section 5.530 C, these in-lieu fees can only be expended for the purpose of (1) acquiring facilities, developing, improving, and operating child care programs physically located within the boundaries of the SNAP, and (2) providing financial assistance with child care payments to qualified parents in the area, as determined by RAP. RAP is authorized to make expenditures from the Child Care Trust Fund with the concurrence of the President of the City Council, and in accordance with the guidelines of SNAP. Additionally, RAP is required to publically report on the status of the Child Care Trust Fund, including details on all receipts and expenditures of the Child Care Trust Fund and of the status of projects funded by the Child Care Trust Fund, within 180 days after the end of each Fiscal Year.

The balance of the Child Care Trust Fund (Fund 52T) is, as of July 14, 2016, Five Hundred Eighty-Five Thousand, Three Hundred Seventy-Nine Dollars (\$585,379.00).

### Proposed In-Lieu Fee

On October 30, 2015, representatives of Target Corporation sent a letter to the Board of Recreation and Park Commissioners (Board) formally requesting that the Board authorize the payment of a fee in-lieu of the otherwise required childcare facilities.

As previously noted, SNAP allows for an in-lieu fee payment and requires RAP to make a final determination if an in-lieu fee payment is requested by a project applicant. However, SNAP does not provide a traditional fee formula for the calculation of in-lieu fee payments and SNAP provides no guidance on how RAP is to calculate or determine the efficacy of the in-lieu fee.

In order for the Board to authorize a cash payment in-lieu of some or all of the indoor childcare facility and outdoor play area space required to be provided pursuant to SNAP Section 6.G, the Board would need to determine and adopt an in-lieu fee. In order to do so, the Board would need to demonstrate that the proposed in-lieu fees are roughly proportional to the level of impact created by the project and find that there is an essential nexus between a project and the impact on the need for child care facilities.

**HR&A Report.** HR&A Advisors, Inc. (HR&A) was retained by Target Corporation to devise an in-lieu fee formula that could be applied to the Project based on HR&A's experience preparing and reviewing a variety of development impact fees, including child care requirements and fees, and HR&A's familiarity with nexus studies prepared by certain other jurisdictions in California that impose similar child care facility requirements on new developments. HR&A, using a series of calculation factors derived from available

## BOARD REPORT

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surveys of employees and their child care preferences, and "nexus" studies prepared to support related child care requirements in the City of West Hollywood, City and County of San Francisco, and the City of Santa Monica, determined that the Project's Two Hundred and Fifty (250) employees would generate a demand for eight (8) spaces for pre-school age children. The HR&A Report estimated that the total cost to develop a new 60-space child care center within the SNAP boundaries, inclusive of land acquisitions costs, is Three Million, Six Hundred Twenty-Nine Thousand, One Hundred Dollars (\$3,629,100.00), or about Sixty Thousand, Five Hundred Dollars (\$60,500.00) per space.

In summary, the HR&A Report recommended total in-lieu fee of Four Hundred Eighty-Four Thousand Dollars (\$484,000.00). This recommended fee was derived by multiplying the per space cost of Sixty Thousand, Five Hundred Dollars (\$60,500.00) by the estimated Project generated demand for eight (8) new child care spaces near where Project employees work.

On March 22, 2016, the City Council approved a motion authorizing and instructing the City Administrative Officer to hire a consultant to evaluate the projected childcare needs of the Project with respect to the requirements of the SNAP, and requesting the Board of Recreation and Parks Commissioners to consider the Project at the Board's next regularly scheduled meeting once the evaluation is completed (Council File No. 16-0033-S1).

**EPS Study.** Economic & Planning Systems, Inc., (EPS) was retained by the City to peer review the HR&A Report. EPS's peer review involved reviewing the HR&A Report, and speaking with City staff and the assigned City Attorney to understand the Project background, and discussing key assumptions with the primary author of the HR&A Report. The EPS Study found that the Project's Two Hundred and Fifty (250) employees would generate a demand for fifteen (15) new spaces for pre-school age children, compared to the eight (8) spaces estimated in the HR&A Report. Additionally, the EPS Study noted that the cost estimates found in the HR&A Report for the acquisition and development of a new state-licensed childcare center were based on dynamic data that is subject to change over time based on economic and market conditions. The EPS Study provided updated land acquisition cost data that found that the median price per square foot for land in the area of the Project had risen since the time the HR&A Report was completed. The EPS Study found that this identified increase in land acquisition costs would potentially increase the overall cost to develop a child care center from Sixty Thousand, Five Hundred Dollars (\$60,500.00), as stated by the HR&A Report, to about Eighty Thousand, Nine Hundred Dollars (\$80,900.00) per space.

In summary, the EPS Study recommended that a total in-lieu fee range between Nine Hundred Seven Thousand, Five Hundred Dollars (\$907,500.00) and One Million, Two Hundred Thirteen Thousand, Five Hundred Dollars (\$1,213,500.00). This recommended fee range was derived by multiplying the per space cost of between Sixty Thousand, Five Hundred Dollars (\$60,500.00) to Eighty Thousand, Nine Hundred Dollars (\$80,900.00) by the estimated Project generated demand for fifteen (15) new child care spaces near where Project employees work.

## BOARD REPORT

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RAP Staff recommends that, if the Board authorizes a cash payment in-lieu of the child care facilities otherwise required to be provided by the Project, the Board approve a proposed in-lieu fee of One Million, Two Hundred Thirteen Thousand, Five Hundred Dollars (\$1,213,500.00) since that fee amount, as determined by the EPS Study, is most reflective of the current costs to fully develop a child care center within the SNAP boundaries.

### ENVIRONMENTAL IMPACT STATEMENT

RAP Staff has determined that creation and appropriation of the in-lieu cash payment is strictly a funding mechanism for the provision of childcare services required as a condition of the Target Development, which does not involve any commitment to any specific childcare project that may result in a potentially significant physical impact on the environment. Therefore, the in-lieu cash payment is not project subject to the California Environmental Quality Act (CEQA) pursuant to Section 15378 (b)(4) of the State CEQA Guidelines. Once a project has been developed for providing the required childcare services, appropriate CEQA compliance will be conducted for approval of the project.

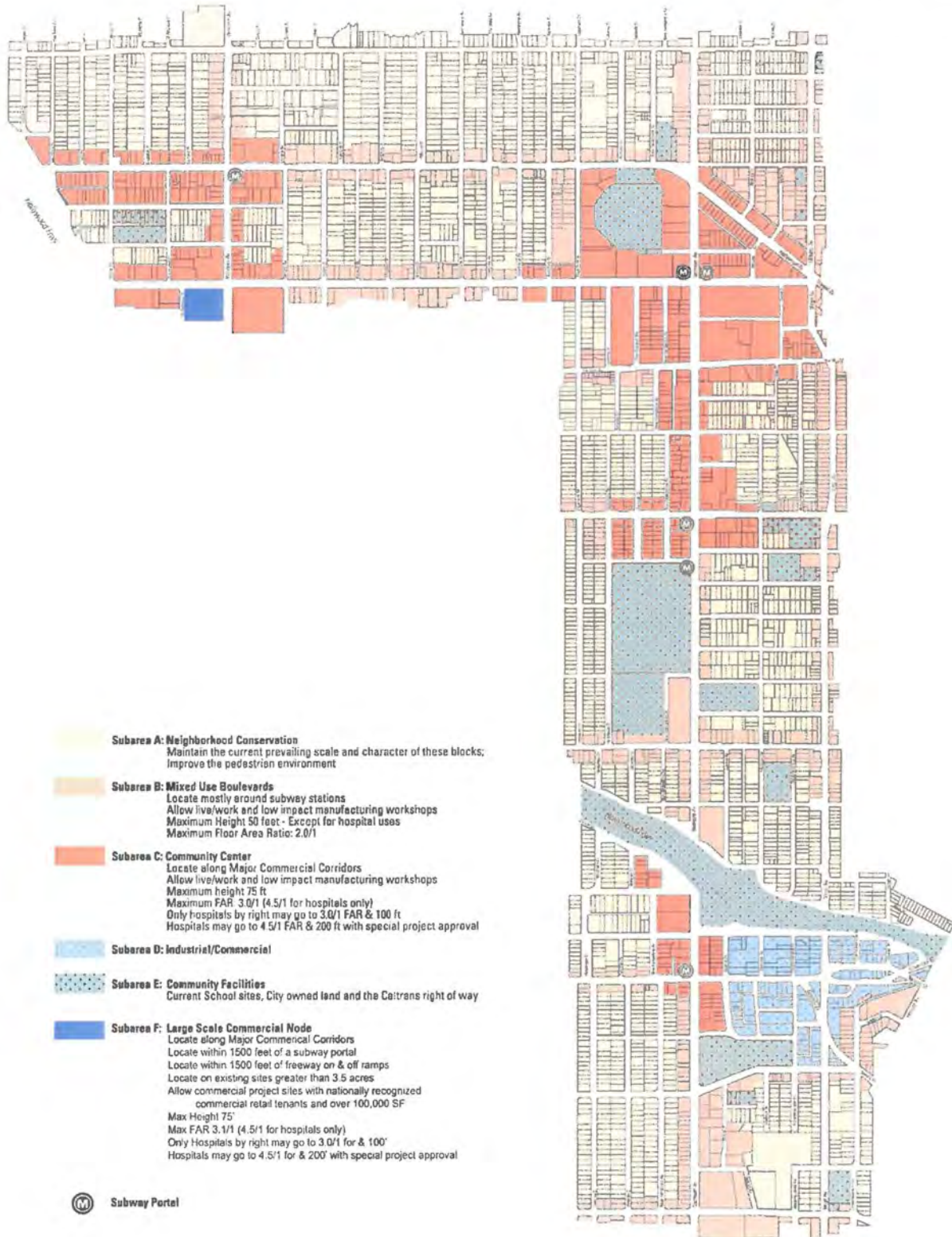
### FISCAL IMPACT STATEMENT

Adoption of this report will have a minor fiscal impact on RAP due to the annual reporting requirements required pursuant to the requirements of Los Angeles Administrative Code Section 5.530 and California Government Code Section 66000, *et seq.*

This Report was prepared by Darryl Ford, Senior Management Analyst I, Planning, Construction, and Maintenance Branch.

### LIST OF ATTACHMENTS

1. Map of the SNAP Boundaries
2. Letter from Representative of Target Corporation Requesting to Pay an In-Lieu Fee
3. HR&A's Report, "Estimation of a Child Care Facility In-Lieu Fee for the Target Development at Sunset Boulevard and Western Avenue", dated September 29, 2015
4. City Council Motion Requesting that the Board consider Target's In-Lieu Fee Proposal
5. EPS Peer Review Study, "Peer Review of HR&A Estimate of Childcare In-Lieu Payment for Target Development", dated June 20, 2016



Map I  
**Vermont/Western Transit Oriented District Specific Plan**  
 (Station Neighborhood Area Plan)



October 30, 2015

**By U.S. Mail and E-mail: rap.commissioners@lacity.org**

Board of Recreation and Park Commissioners  
 Los Angeles City Recreation and Parks Department  
 Office of Board of Commissioners  
 P.O. Box 86328  
 Los Angeles, CA 90086-0328

**Re: Target Project at Sunset and Western  
 Vermont/Western Transit Oriented District Specific Plan  
 /Station Neighborhood Area Plan (SNAP)  
Planning Case No. CPC-2015-74-GPA-SP-CUB-SPP-SPR**

Honorable President Patsouras and Members of the Board:

This firm represents Target Corporation, applicant for the above-entitled project. Pursuant to the specific plan ("SNAP"), Target requests that it be allowed to make a cash payment in lieu of all of the otherwise required childcare facilities.

I understand that your Board will consider a specific amount for the cash payment soon, probably at its January 6, 2016 meeting. Target supports the amount recommended by the consultant's report (i.e., \$484,000). Representatives of Target will attend the hearing to answer any questions you may have.

Thank you for your consideration.

Very truly yours,

Richard A. Schulman  
**HECHT SOLBERG ROBINSON GOLDBERG & BAGLEY LLP**

RAS:cas

cc: Darryl Ford, City of Los Angeles Department of Recreation and Parks: Planning,  
 Construction, and Maintenance Branch (by e-mail: [darryl.ford@lacity.org](mailto:darryl.ford@lacity.org))  
 Client (by e-mail)  
 Doug Couper, Greenberg Farrow (by e-mail)  
 Paul Silvern, HR&A (by e-mail)



700 South Flower Street, Suite 2730, Los Angeles, CA 90017  
T: 310-581-0900 | F: 310-581-0910 | [www.hraadvisors.com](http://www.hraadvisors.com)

**Estimation of a Child Care Facility In-Lieu Fee  
for the Target Development at Sunset Boulevard and Western Avenue**

**September 29, 2015**

**Prepared for:**  
Target Corporation  
1000 Nicollet Mall  
Minneapolis, MN 55403

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B. Excerpt from the Vermont/Western Transit Oriented District Specific Plan and City of Los Angeles Administrative Code

C. Results of Statistical Analysis on the National Study of the Changing Workforce Survey Data

D. Estimated Development Costs for a 60-Space Child Care Center



## I. Executive Summary

This report presents recommendations for establishing the amount of a child care facility in-lieu fee applicable to a new three-level, 186,698 square feet<sup>1</sup> shopping center shopping center proposed by Target Corporation (“Project”), at Sunset Boulevard and Western Avenue in the Hollywood area of the City of Los Angeles (“City”). The in-lieu fee is an elective option to provision of child care facilities under the Vermont/Western Transit Oriented District Specific Plan and its Station Neighborhood Area Plan (SNAP). However, these regulations do not specify a fee amount or formula. At the request of Target Corporation, HR&A Advisors, Inc. (HR&A) was retained to develop an appropriate in-lieu fee formula that could be applied to the development, based on HR&A’s extensive experience preparing and reviewing a variety of development impact fees, including child care requirements and fees, and HR&A’s familiarity with nexus studies prepared by certain other jurisdictions in California that impose similar child care facility requirements on new development, typically on a jurisdiction-wide basis. A previous version of the in-lieu fee approach recommended in this report was originally prepared in 2013 and reviewed by staff of the City’s Parks and Recreation Department, which has jurisdiction over implementation of the child care facility requirement, and by the office of the City Attorney. The fee calculation approach and resulting fee amount presented in this report reflect comments from City reviewers of the 2013 analysis. Further review and final approval of the in-lieu fee calculation approach and fee amount applicable to the Target project will be provided by the City’s Parks and Recreation Commission.

As presented in this report, the language of the SNAP child care facility requirement did not provide a reasonable basis for deriving an in-lieu fee to “accommodate the child care needs of Project employee pre-school age (including infants) children.” Its indoor child care facility floor area requirement is not supported by any known analysis, and it did not reflect the many child care facility options available to Project employees who elect to place their pre-school age children in child care near the Project site, rather than in or near their place of residence.

Using, instead, a series of calculation factors derived from available surveys of employees and their child care preferences, and “nexus” studies prepared to support related child care requirements in West Hollywood, City and County of San Francisco and Santa Monica, it was determined that Project employees would generate a demand for eight spaces for pre-school age children, or 44 percent of the number of child care spaces based on the limited SNAP calculation factors. This employee demand estimate reflects consideration of:

- ✓ The percentage of Project’s 250 employees who also work daytime shifts that coincide with the hours that child care facilities are typically open for business;
- ✓ The percentage of the Project’s employees working daytime shifts who have pre-school age children;
- ✓ The percentage of Project employee parents/guardians who are likely to prefer to use child care facilities or rely on other non-relative care for child care services, as opposed to other available forms of child care; and
- ✓ The percentage of those Project employee parents/guardians who prefer to utilize child care facilities located close to where they work, as opposed to where they reside.

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<sup>1</sup> Throughout this Report, all Project-related floor areas are based on the definition of “floor area” in the Los Angeles Municipal Code (LAMC), as measured by the Project’s architect, unless noted otherwise.

HR&A estimates that the cost to develop a child care space in a new Child Care Center is about \$60,500. This cost, combined with the estimate that Project will generate demand for eight new child care spaces near where Project employees work, constitutes the basis for a total in-lieu fee of \$484,000, or \$2.59 per square foot of Project floor area.

### **Recommendation**

Inasmuch as: (1) the SNAP did not provide an appropriate calculation basis for developing an in-lieu fee; and (2) an in-lieu child care could, instead, be based on a combination of employee parent demand for child care near the employee parents' place of work, and the cost of providing that demand in appropriate child care facilities; and (3) combining Project-specific child care demand factors and an average cost per child care space in a new Child Care Center, we recommend that the child care in-lieu fee applicable to the Project's floor area be set at **\$484,000, or \$2.59 per square foot** of Project floor area. Target's share of the fee in this case would be \$407,619, based on its share of total Project floor area, and the remaining \$76,381 would be allocated to the floor area occupied by the Project's other miscellaneous retail tenants, but not including the 109 square feet of Project floor area for a Police Department substation.

The recommended in-lieu fee is about two and one-half times the in-lieu fee charged by most California jurisdictions for this purpose (i.e., about \$1.00 per square foot or less).

## II. Purpose and Scope of the Analysis

### A. Introduction

This report presents recommendations for establishing the amount of a child care facility in-lieu fee applicable to a shopping center proposed by Target Corporation, with 186,698 square feet of floor area, for a site in the Hollywood area of the City of Los Angeles ("City"). The in-lieu fee is an elective option to provision of child care facilities under applicable City land use regulations governing the development. However, these regulations do not specify a fee amount or formula. At the request of Target Corporation, HR&A Advisors, Inc. (HR&A) was retained to develop an appropriate in-lieu fee formula that could be applied to the development, based on HR&A's extensive experience preparing and reviewing a variety of development impact fees, including child care requirements and fees, and HR&A's familiarity with nexus studies prepared by certain other jurisdictions in California that impose similar child care facility requirements on new development, typically on a jurisdiction-wide basis. A summary of HR&A's qualifications is included in Appendix A. A previous version of the in-lieu fee approach recommended in this report was originally prepared in 2013 and reviewed by staff of the City's Parks and Recreation Department, which has jurisdiction over implementation of the child care facility requirement, and by the office of the City Attorney. The fee calculation approach and resulting fee amount presented in this report reflect comments from City reviewers of the 2013 analysis. Further review and final approval of the in-lieu fee calculation approach and fee amount applicable to the Target project will be provided by the City's Parks and Recreation Commission.

### B. Description of the Hollywood Target Development<sup>2</sup>

The Target development at Sunset Boulevard and Western Avenue is a new three-level shopping center with 186,698 square feet of floor area on a 3.9-acre rectangular site at 5520 Sunset Boulevard. It includes a full-service Target store with 157,143 square feet of floor area, plus other smaller retail and food uses with 29,446 square feet of floor area, and a Police Department substation<sup>3</sup> with 109 square feet of floor area ("Project"). The Project will replace 59,561 gross square feet of existing single-story buildings. Once completed, the Project is estimated to have a total of 250 full-time and part-time employees. The Target store's typical operating hours will be 6 a.m. to 12 a.m., with business hours of 7 a.m. to 11 p.m. Longer store hours may apply before and after certain holidays, such as Christmas and Thanksgiving. The operating hours for the miscellaneous retail and dining tenants, which have not yet been identified, are assumed to be similar to the Target store.

### C. Summary of the Vermont/Western SNAP Child Care Requirements

The Project is located within the boundaries of the Vermont/Western Transit Oriented District Specific Plan and is therefore subject to its Station Neighborhood Area Plan (SNAP). The SNAP requires that developments like the Project must include facilities to "accommodate the child care needs of Project employee pre-school age (including infants) children."<sup>4</sup> Such facilities are

<sup>2</sup> This summary is based on the Draft EIR project description. See, City of Los Angeles Department of City Planning, Draft Environmental Impact Report, Target at Sunset and Western, SCH No: 2010121011, January 2012, Section II (Project Description), commencing at p. II-1.

<sup>3</sup> The Police Department substation appears in the plans previously approved for a building permit for the Project.

<sup>4</sup> City of Los Angeles, Vermont/Western Transit Oriented District Specific Plan, Station Neighborhood Area Plan, Ordinance 173,749, Section 6.G. Copy included for reference in Attachment B.

required to include one square foot of indoor child care facility space for each 50 square feet of “net useable” (not defined) Project floor area, and ground floor outdoor play area consistent with State child care licensing requirements (i.e., 75 square feet per child).<sup>5</sup> This child care facility requirement may be accommodated on-site within the Project, or at an off-site location within one mile of the Project. Alternatively, at the Project developer’s request, the requirement may be satisfied by a cash payment in lieu of some or all of the indoor and outdoor child care facility requirement, for deposit into the Vermont/Western SNAP Child Care Trust Fund.<sup>6</sup> Target Corporation, the Project applicant, seeks to make use of the cash payment option to meet this requirement. However, neither the SNAP nor the City’s Administrative Code provides an in-lieu fee amount or method for calculating it.

#### **D. Analysis Process**

The City’s Department of Parks and Recreation, and the Parks and Recreation Commission, now have jurisdiction over implementation of the SNAP child care facility requirement, and for administering the Vermont/Western SNAP Child Care Trust Fund into which all in-lieu fees must be deposited. Following initial consultation with Target Corporation, HR&A participated in meetings with representatives of the Department of Parks and Recreation to discuss an outline of an approach to calculating a Project-specific in-lieu fee, which could also provide guidance to the Department for in-lieu fee calculation applicable to other developments for which the child care requirement would apply in the future. A calculation approach developed initially in 2013 was also discussed with the office of the City Attorney, as has been revised based on those discussions.

The recommended in-lieu fee calculation approach follows the general principles of “nexus” (i.e., reasonable relationship) between the public facility requirement (i.e., child care facilities) and the characteristics of the Project, and between the cost of providing the public facilities and the proposed in-lieu fee, that are now required under applicable State law and various judicial rulings for the imposition of development fees. That is, the in-lieu fee calculation approach focuses on an estimate of the demand for child care facilities generated by Project employees (i.e., number of pre-school age children needing child care facilities), and the cost to develop facilities to meet those needs. The resulting number of child care spaces required, multiplied by the per-child care space development cost, yields the recommended in-lieu fee. Subsequent Chapters of this report provide the specific calculation factors and data sources utilized to estimate both Project employee demand for child care facilities and the development cost of providing those facilities.

#### **E. Organization of the Report**

Accordingly, the remaining Chapters of this report address:

- Chapter III provides a more detailed review of the SNAP’s child care requirements as they apply to the Project, and discusses the limitations of the SNAP child care facility requirements for establishing an in-lieu fee.
- In light of these limitations, Chapter IV provides a method for estimating the demand for child care facilities among Project employees, taking into account information from national surveys and child care requirement nexus studies prepared for other California jurisdictions.

<sup>5</sup> See generally, 22 California Code of Regulations, Division 12, Chapter 1, Articles 1-7 and Subchapter 2.

<sup>6</sup> City of Los Angeles Administrative Code Section 5.530. Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund (also included for reference in Attachment B).

- Chapter V provides estimates of the range of development costs required to meet the scale of child care facility demand derived in Chapter IV, assuming the Project's child care demand would be accommodated in a new Child Care Center, as opposed to other possible types of child care facilities.
- Chapter VI presents the conclusions of the Report, including a specific recommendation for the in-lieu fee amount that should be applied to the Project, for consideration and approval by the City's Parks and Recreation Commission.

### III. Limitations of the Vermont/Western SNAP Child Care Facility Requirement for Establishing an In-Lieu Fee

#### A. The Vermont/Western SNAP Child Care Facility Requirement

The SNAP requires that developments like the Project must include facilities to “accommodate the child care needs of Project employee pre-school age (including infants) children.”<sup>7</sup> Such facilities are required to include one square foot of indoor child care facility space for each 50 square feet of “net useable” (not defined) Project floor area, and ground floor outdoor play area consistent with State child care licensing requirements (i.e., 75 square feet per child).<sup>8</sup> This child care facility requirement may be accommodated on-site within the Project, or at an off-site location located within one mile of the Project. Alternatively, at the Project developer’s request, the requirement may be satisfied by a cash payment in lieu of some or all of the indoor and outdoor child care facility requirement, for deposit into the Vermont/Western SNAP Child Care Trust Fund.<sup>9</sup> Target Corporation, the Project applicant, seeks to make use of the cash payment option to meet this requirement.

Based on Target’s estimate of the Project’s “net useable” floor area, State licensing standards, and other cities’ nexus studies regarding actual child care facility space needs per child (as discussed below), the SNAP formula appears to require that the Project provide:

- *1,739 square feet of indoor child care floor area.* This estimate is based on: (1) an estimate of 86,961 “net useable” Project square feet (after deducting various floor areas as shown below); and (2) 50 square feet of indoor child care space per square foot of Project net useable floor area. That is:

	186,698 s.f. of floor area
Less: ground level storage	( 10,852 s.f.)
Less: stock mezzanine	( 15,105 s.f.)
Less: 3 <sup>rd</sup> level storage	( 14,110 s.f.)
Less: LAPD substation	( 109 s.f.)
Less: existing uses	( 59,561 s.f.)
	86,961 “net useable s.f.”

$86,961 \text{ net useable s.f.} / 50 \text{ s.f.} = 1,739 \text{ s.f. of indoor child care space.}$

- *A facility that could accommodate 18 children (infants through 5 year-olds).* This estimate is based on the average floor area per child actually needed for a full-service child care center. That is:

$1,739 \text{ s.f. of required child care floor area (from above)} / 100 \text{ s.f. per child (per HR\&A review of child care nexus studies)} = 18 \text{ child care spaces.}^{10}$

<sup>7</sup> Vermont/Western Transit Oriented District Specific Plan, Station Neighborhood Area Plan, *op. cit.*

<sup>8</sup> See generally, 22 California Code of Regulations, Division 12, Chapter 1, Articles 1-7 and Subchapter 2.

<sup>9</sup> City of Los Angeles Administrative Code, *op. cit.*

<sup>10</sup> Assumes any fractional child care space resulting from the calculation is rounded up to the next whole child care space.

- 1,350 square feet of outdoor activity area, based on State licensing requirements. That is:  
18 child care spaces (from above) x 75 square feet per child = 1,350 square feet of outdoor activity area.

Another 3,000 square feet or so of land area would also probably be required as a practical matter for on-site surface parking for staff (i.e., at least 1 per 12 children per State licensing requirements) plus visitors and drop-off circulation (i.e., 10 spaces x 300 s.f./parking space).

One approach to estimation of an in-lieu fee would be to estimate the cost of land, construction and other development costs to supply a child care facility of the scale described above. But for the reasons discussed below, HR&A believes such an approach would be fatally flawed.

## **B. Limitations of the SNAP Child Care Facility Requirements for Establishing an In-Lieu Fee**

Beyond the obvious problem that the SNAP does not provide an in-lieu fee amount or fee calculation formula, the SNAP's requirements described above pose the following shortcomings for estimating an appropriate in-lieu fee that would "accommodate the child care needs of Project employee pre-school age (including infants) children."

### 1. No Empirical Basis for the Indoor Floor Area Requirement

First, the SNAP requirement for one square foot of indoor child care space for every 50 square feet of net useable development project floor area was not based on a nexus study, or any other empirical analysis, so far as HR&A has been able to determine.<sup>11</sup> This requirement is a key driver of the overall facilities requirement, its development cost, which would serve as a basis for an in-lieu fee. The requirement is significantly inconsistent with the child care facility requirements in the adjacent City of West Hollywood, which was based on a nexus study.<sup>12</sup> In that City, the indoor child care space performance requirement, in lieu of an impact fee payment \$0.65 per net new square foot of floor area, is one square foot for every 470 square feet of new commercial development,<sup>13</sup> or about one-tenth of the SNAP indoor space requirement.

### 2. No Consideration for the Variety of Child Care Supply Options Preferred by Working Parents and Guardians

Second, the SNAP requirement appears to focus on the need for a State-licensed Child Care Center near the development project location, which may not necessarily be the location or type of child care provider preferred by Project employee parents and guardians for their pre-school age children. The first consideration most parents and guardians make, is whether to choose a child care option close to where they reside or where they work. According to national studies (discussed in Chapter IV), these preferences vary by whether other adult household members are employed, parent level of education, race, ethnicity and household income, and age of children.

<sup>11</sup> Discussion with staff from the City's Department of Parks & Recreation, which is charged with implementing the SNAP child care requirement.

<sup>12</sup> Hamilton Rabinovitz & Alschuler, Inc. (predecessor firm to HR&A Advisors), Development Amenities for West Hollywood: Estimating the Housing, Public Open Space and Child Care Effects of Commercial Development, prepared for the City of West Hollywood, Second Edition, May 1989.

<sup>13</sup> City of West Hollywood, Commercial Development Fees and Requirements Fact Sheet, revised June 12, 2001, implementing West Hollywood Municipal Code Chapter 19.64 (Development Fees), Section 19.64.020 (available from the Community Development Dept., 323-848-6475).

Child care options near place of residence include:

- ✓ Child care provided in the family's home by other household members, other family; members or other persons who volunteer or are paid to provide child care;
- ✓ Small Family Child Care Homes (i.e., State-licensed program for no more than eight children, operated within a residence);
- ✓ Large Family Child Care Homes (i.e., State-licensed program for no more than 14 children, operated within a residence); or
- ✓ State-licensed Child Care Centers, which are typically located in commercial buildings (including pre-schools and school-based facilities).

Among the factors that parents and guardians typically consider in deciding whether to choose a child care facility closer to their place of work are the following:

- ✓ Availability of preferred type of child care near work and its quality;
- ✓ Work location of spouse or significant other who share child rearing responsibilities;
- ✓ Distance of commute to work and its impacts on the child;

For those parents and guardians who prefer to utilize a child care facility near their place of work, the facility options typically include:

- ✓ State-licensed Small Family Child Care Homes; or
- ✓ State-licensed Large Family Child Care Homes; or
- ✓ State-licensed Child Care Centers (including pre-schools, head start programs and other school-based facilities for pre-school age children, including infants).

According to data available from the State's Community Care Licensing Division<sup>14</sup>, within the four ZIP Codes including and surrounding the Project site, there are approximately 49 Child Care Centers (with capacities ranging from 18 to 198 children each) and 18 Large Family Child Care Homes (12-14 children each). This inventory of existing facilities is included in Appendix C.

Careful parsing of child care location and facility preferences, among others, is required to accurately estimate the appropriate scale of child care demand among retail workers at the Project, the range of costs for providing such child care, and the implications of demand and associated costs for a supportable in-lieu child care facility fee. These considerations are addressed in the next two Chapters, respectively.

<sup>14</sup> See: [https://secure.dss.ca.gov/cclid/securenet/cclid\\_search/cclid\\_search.aspx](https://secure.dss.ca.gov/cclid/securenet/cclid_search/cclid_search.aspx).



## IV. Estimating Demand for Child Care Among Retail Development Employees

### A. Introduction

As noted in Chapter II, the purpose of the SNAP's child care space requirement, or fee in lieu thereof, is to "accommodate the child care needs of Project employee pre-school age (including infants) children." However, as noted in Chapter III, there does not appear to be any analytic basis for the SNAP's specific child care space requirements as they relate to employee demand for child care facilities, nor is there any assessment of the degree to which such employees would prefer use of a Child Care Center, as opposed to other forms of available child care facilities.

Consistent with nexus studies supporting child care facility or fee requirements in some other California jurisdictions, HR&A recommends that the SNAP child care in-lieu fee applicable to the Project be calculated, instead, on the basis of *estimated demand* for Project-specific child care needs located near the Project. Accordingly, this Chapter draws on national employee surveys, including employee child care preferences, available child care nexus studies, and HR&A's development fees nexus study experience in general, to develop a demand-based analysis that reflects:

- ✓ The percentage of Project's 250 employees who also work daytime shifts that coincide with the hours that child care facilities are typically open for business;
- ✓ The percentage of the Project's employees working daytime shifts who have pre-school age children;
- ✓ The percentage of Project employee parents/guardians who are likely to prefer to use child care facilities (i.e., State-licensed Small Family Child Care Homes, Large Family Child Care Homes, or full-service Child Care Centers), or care by non-relatives for child care versus all other available forms of child care; and
- ✓ The percentage of those Project employee parents/guardians who prefer to utilize child care facilities located close to where they work, as opposed to where they reside.

Although employee characteristics data of the kind listed above are not available specifically for Project employees,<sup>15</sup> appropriate calculation factors can be derived from a variety of secondary data sources. These include:

- The latest edition of a periodic national study of employee child care preferences, arrangements and costs conducted by the U.S. Census Bureau;<sup>16</sup>
- The latest edition of a periodic national survey of wage and salary and self-employed workers, which includes data elements on child care arrangements and employment by industry, including a random sample of 433 employees working in the retail industry sector who have pre-school age children;<sup>17</sup> and

<sup>15</sup> For purposes of this analysis, it is assumed that employees in the Project's 30,887 gross square feet of miscellaneous retail and dining tenants would be substantially similar to Target employees.

<sup>16</sup> Lynda Laughlin, "Who's Minding the Kids? Child Care Arrangements, Spring 2011," Current Population Reports, P70-135, U.S. Census Bureau, April 2013. The analysis is based on data from the U.S. Census Bureau's Survey of Income and Program Participation, 2008, Panel Wave 8.

<sup>17</sup> Families & Work Institute, "National Study of the Changing Workforce," 2008. This survey is the successor to the Quality of Employment Survey previously conducted by the U.S. Dept. of Labor, dating to 1969 and discontinued in 1977.

- Nexus studies prepared to support child care development fees in other California cities. Among the more relevant of these studies for the Project in-lieu fee analysis, due to geography and date, are the nexus studies prepared for the City of West Hollywood, City and County of San Francisco and City of Santa Monica.<sup>18</sup>

## B. Child Care Facility Demand Among Project Employees

Each component of the Project's child care demand estimate is discussed below.

### 1. The Percentage of Project Employees Who Work Daytime Shifts

As noted above, the Project is anticipated to employ a total of 250 employees. This value was included in the Project's Final EIR, and the City Council's findings of fact in certifying the adequacy of the EIR. The certified EIR also states that a typical peak shift will consist of 100-150 employees.<sup>19</sup> But given the operating hours of the Target and other miscellaneous retail and pedestrian-oriented dining facilities, not all such workers will be working during daytime hours that coincide with the typical operating hours of child care facilities. Thus, the first child care facilities demand calculation factor is to account for the number of Project employees working daytime hours. Statistical analysis by HR&A of data from the National Study of the Changing Workforce (see Appendix C), indicates that for retail workers in the Western region of the U.S., 78.8 percent work some combination of a regular daytime shift, or a rotating shift that changes by time of day and day of the week, but includes some daytime hours. This indicates that 197 Project employees are likely to work daytime hours:

$$250 \text{ Project employees} \times 78.8\% = 197 \text{ employees working daytime hours.}$$

### 2. The Percentage of the Project's Daytime Employees Who Have Pre-School Age Children

Statistical analysis by HR&A of data from the National Study of the Changing Workforce (see Appendix C), indicates that for retail workers in the Western region of the U.S., 26.2 percent of workers have pre-school age children under age six. This indicates that Project employees who work daytime hours are likely to be parents or guardians of 52 pre-school age children:

$$197 \text{ Project employees working daytime hours (from above)} \times 26.2\% = 52 \text{ pre-school age children.}$$

<sup>18</sup> These nexus studies are, respectively: Development Amenities for West Hollywood, *op. cit.*, FCS Group, Citywide Development Impact Fee Study Consolidated Report, prepared for the City and County of San Francisco, March 2008, Chapter V, Child Care Nexus Study (prepared by Brion & Associates); and Keyser Marston Associates, Inc., Child Care Linkage Program, prepared for the City of Santa Monica, November 2005. HR&A's research indicates that in addition to these cities, child care fees are also in effect in about seven other California cities, but we have not yet determined whether all of them are supported by nexus studies. Not all such programs assess child care fees against retail floor area, however. For example, the City and County of San Francisco's child care fee applies only to office and hotel floor area.

<sup>19</sup> City of Los Angeles, Target Project Certified EIR, p. II-10.

### 3. The Percentage of Employee Parents/Guardians Who Prefer To Use Child Care Facilities

As discussed above, not all parents and guardians of pre-school age children prefer to utilize child care facilities, as opposed to other child care arrangements (e.g., in-home care by other household members and other family members). It is also arguably appropriate to include those parents who rely on non-family members to provide child care, assuming they do so because of a lack of sufficient child care facilities. According to the Census Bureau's latest survey of child care arrangements among working parents and guardians, 32.9 percent prefer to use an "organized care facility" (i.e., day care center, nursery, preschool or Headstart/school program) or use non-family members to provide child care.<sup>20</sup> This indicates that Project employees who work daytime hours, have pre-school age children, and who are likely to utilize organized child care facilities, would total 17 pre-school age children"

52 pre-school age children (from above) x 32.9% = 17 pre-school age children.

### 4. The Percentage of Project Employee Parents/Guardians Who Prefer to Utilize Child Care Facilities Located Close To Where They Work

The final child care facility demand factor adjusts for the percentage of Project employee parents and guardians who would prefer to utilize an organized child care facility located near their place of employment versus place of residence. Neither of the surveys utilized in the preceding calculations included questions on this issue. Therefore, we utilize a factor drawn from the nexus studies referenced above. The commercial development employee survey utilized in the West Hollywood nexus study found that 23 percent of employees preferred to use a child care location near where they work.<sup>21</sup> The nexus study prepared for Santa Monica's child care requirement relied on a review of literature rather than survey data and concluded that 75 percent of demand was for child care centers located near the employee place of work. Given the wide range of these factors, we utilize the midpoint, or 49.0 percent, in estimating demand for Project:

17 pre-school age children (from above) x 49.0% = 8 pre-school age children.

### C. **Project Employee Child Care Demand Results**

Therefore, after applying all of the relevant child care demand factors discussed above, it is concluded that the Project would generate demand for eight child care facility spaces for pre-school age children, as compared with 18 spaces utilizing the SNAP factors, which lack any analytic basis and produces a result that is 2.25 times the estimated Project demand for child care facilities.

Stated another way, about 2.4 percent of total Project employees would generate demand for child care near the Project, based on the analysis presented above (i.e.,  $8/250 = 3.2\%$ ), as opposed to 7.2 percent (i.e.,  $18/250 = 7.2\%$ ) using the unsupported SNAP approach. By comparison, the nexus study prepared for West Hollywood concludes that about 2.0 percent of

<sup>20</sup> "Who's Minding the Kids? Child Care Arrangements, Spring 2011," *op cit.*, Table 1, p. 2. There is some variation in this percentage based on worker demographic characteristics, age of child and other factors, but because these characteristics of Project employees are unknown, we utilized the overall percentage. We rely on the Census Bureau data for this calculation factor, because the small sample size for this factor specifically for retail workers in the National Study of the Changing Workforce, did not produce a statistically significant result.

<sup>21</sup> Development Amenities for West Hollywood, *op. cit.*, p. 69.

all workers in commercial facilities (i.e., not just retail space) generate demand for child care facilities near the employees' place of work. The equivalent factor in the City of Santa Monica nexus study is about 4.0 percent, and in City and County of San Francisco nexus study, about 5.0 percent.

## **V. Estimating Costs of Meeting Demand for Child Care and Resulting In-Lieu Fee for the Hollywood Target Development**

### **A. Introduction**

This Chapter addresses the development cost of meeting the child care facility demand presented in Chapter IV. This cost is the proposed basis for the in-lieu fee required by the SNAP. Although the demand for child care facilities presented in Chapter IV could arguably be accommodated in a variety of physical facilities, each of which has a different development cost implication, the facilities cost used in this analysis assumed that the Project's child care demand would be satisfied by a proportional share of the cost of developing a newly constructed Child Care Center for about 60 pre-school age children, which is a minimum size for achieving appropriate economies of scale, according to the nexus studies referenced in previous Chapters. The cost of developing such a Child Care Center, and the Project's implied share of that cost based on the child care demand of its employees, was estimated by HR&A.

### **B. Development Costs for a New Child Care Center**

A new construction Child Center for 60 pre-school age children will require about 6,000 square feet of indoor floor area (i.e., 60 children x 100 s.f. per child); about 4,500 square feet of outdoor activity area (i.e., 60 children x 75 s.f. per child), plus parking for staff (five staff, based on one per 12 children, per State licensing requirements), volunteers and parent drop-off, or about 4,200 additional square feet (i.e., 12 spaces x 350 s.f. per space). Thus, the total land area requirement would be about 14,700 square feet.

The cost of developing a 60-space child care center includes land acquisition; hard construction; furniture, fixtures and equipment; professional fees, permits and other "soft" costs; and financing costs. Based on calculation details provided in Appendix E, HR&A estimates a total development cost of \$3.6 million, or about \$60,500 per child accommodated.

### **C. Development Costs for a Combination of Other Potential Child Care Facilities**

As noted previously, there are a number of other types of physical facilities that could accommodate the child care demand generated by Project employees other than a newly constructed Child Care Center. This point is acknowledged in both the San Francisco and Santa Monica nexus studies, and figures into blended child care facility costs utilized in deriving the child care impact fee in those cities. The West Hollywood nexus study relied on the costs of a new Child Care Center only.

The San Francisco nexus study utilizes a blended average cost per child care space of \$12,325 per space (in 2008),<sup>22</sup> or about \$14,211 in 2015 dollars using the cumulative annual change in the all-items Consumer Price Index for the San Francisco area (15.3%). The Santa Monica nexus study cites examples of two rehabilitation projects with an average cost of \$20,137 (in 2005). But this estimate does not include any costs for using Small Family or Large Family Child Care Homes, or other options reflected in the San Francisco analysis.

Nevertheless, considering the language of the SNAP appears to focus on a new Child Care Center, the recommended fee uses that cost only. Were the cost of other potential child care

<sup>22</sup> *Citywide Development Impact Fee Study, op. cit.*, p. V-25.

facilities, or a blended cost for all conceivable types of child care facilities to be assumed, the resulting in-lieu fee would be lower than a fee based on a new Child Care Center alone.

## VI. Conclusion and In-Lieu Fee Recommendation

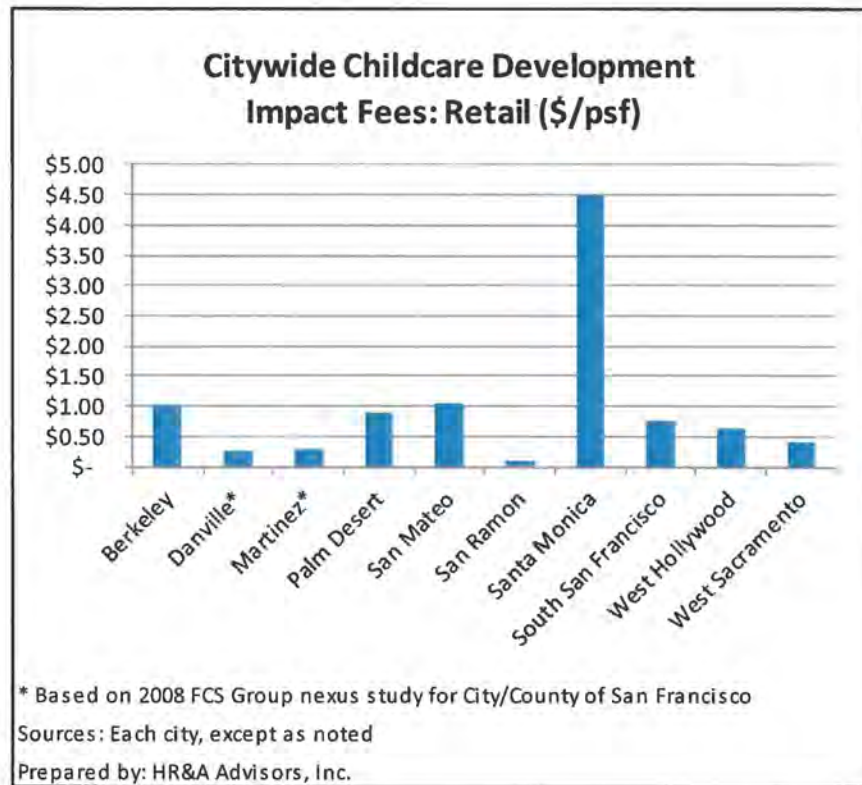
As presented in the preceding Chapters of this report, the language of the SNAP child care facility requirement does not provide a reasonable basis for deriving an in-lieu fee to “accommodate the child care needs of Project employee pre-school age (including infants) children.” Its indoor child care facility floor area requirement is not supported by any known analysis, and it does not reflect the many options child care facility options available to Project employees who elect to place their pre-school age children in child care near the Project site, rather than in or near their place of residence.

Based on a detailed estimate of actual child care facility demand among Project employees, it is concluded that the Project would generate a demand for eight child care spaces. The cost to develop each space is estimated at \$60,500 for a new Child Care Center. Therefore, the total development cost of accommodating the Project’s child care needs would be \$484,000 (or \$2.59 per square foot of Project floor area), if it is accommodated in a new Child Care Center.

### Recommendation

Inasmuch as: (1) the SNAP did not provide an appropriate calculation basis for developing an in-lieu fee; and (2) an in-lieu child care could, instead, be based on a combination of employee parent demand for child care near the employee parents’ place of work, and the cost of providing that demand in appropriate child care facilities; and (3) combining Project-specific child care demand factors and an average cost per child care space in a new Child Care Center, we recommend that the child care in-lieu fee applicable to the Project’s floor area be set at **\$484,000, or \$2.59 per square foot** of Project floor area. Target’s share of the fee in this case would be \$407,619, based on its share of total Project floor area, and the remaining \$76,381 would be allocated to the floor area occupied by the Project’s other miscellaneous retail tenants, but not including the 109 square feet of Project floor area for a Police Department substation.

As shown in the figure below, the recommended in-lieu fee of \$2.59 per square foot of floor area is about two and one-half times the average child care impact fees charged per square foot to retail floor area in other California jurisdictions that charge such fees on retail space (i.e., \$0.42-\$1.06 per square foot), and about 58 percent of Santa Monica’s fee, which is clearly an outlier.





**APPENDIX A**

**Summary of HR&A Advisors, Inc. Experience Preparing and Reviewing  
California Development Impact Fees**



700 South Flower Street, Suite 2730, Los Angeles, CA 90017  
 T: 310-581-0900 | F: 310-581-0910 | www.hraadvisors.com

### **Summary of HR&A Advisors, Inc. Experience Preparing and Reviewing California Development Impact Fees**

HR&A Advisors, Inc. (HR&A) is a full service economic development, real estate advisory and public policy consulting firm. Founded in 1976, the firm has a distinguished track record of providing realistic answers to complex real estate, economic development, housing, public finance and strategic planning problems. HR&A clients include Fortune 500 corporations, all levels of government, the nation's leading foundations and not-for-profit agencies. The firm has extensive experience working for the legal community in such roles as court-appointed special master, consent decree monitor, technical advisor and expert witness.

HR&A practice lines include real estate analysis and advisory services, local and regional economic analysis, economic development program formulation and analysis, fiscal impact analysis, land use policy analysis, development impact fees, housing policy research and analysis, population forecasting and demographic analysis, transportation system, other capital facilities analysis and financing, and environmental sustainability consulting.

HR&A's domestic and international consulting is provided by a staff of 75 people located in offices in the Los Angeles area, New York City, Washington, D.C. and Dallas

Beginning in the early 1980s, HR&A was retained by jurisdictions to design exaction systems in which the firm followed the basic principles of nexus and "fair share" later codified in the *Nollan* and *Dolan* decisions by the U.S. Supreme Court, the *Ehrlich* and *San Remo* decisions by the California Supreme Court, and California Government Code Section 66000, *et seq.* HR&A has also been retained by other parties to evaluate and critique adopted and proposed developer fee programs and requirements. The firm's technical rigor and thoughtfulness about these issues are respected by all sides in the continuing debate about this method of infrastructure financing.

Examples of this experience include the following:

#### Impact Fees/Exaction System Designs

- For the City of Los Angeles City Attorney and the Department of City Planning, HR&A prepared analysis to support new performance and in-lieu fees for affordable housing that will apply to specified market rate developments pursuant to 1982 State legislation requiring policies to address affordable housing in the coastal zone. HR&A was specifically named to conduct this analysis in a settlement agreement between the City and plaintiff affordable housing advocates alleging that the City had not properly implemented the State requirements.
- Assistance in the development of an impact fee for library facilities, including review and comment on analysis by city staff, and recommendations for calculation steps and considerations needed to meet development fee statutory requirements, for the City of Huntington Beach's City Attorney.

- Design of an affordable housing and open space mitigation program (on-site performance or fees in lieu thereof) for new office development, for the City of Santa Monica.
- Complete redesign of the City of Santa Monica's program requiring developers of new apartment and condominium projects to mitigate impacts on project-related demand for affordable housing, including preparation of a precedent-setting nexus study to support the in-lieu fee option in the new program, and periodic recalculation of a justifiable fee under changing market conditions since 1995.
- Design of an affordable housing, public open space and child care mitigation program (on-site performance or fees in lieu thereof) for new commercial development, for the City of West Hollywood and its outside counsel, Burke Williams & Sorensen.

#### Impact Fee/Exaction System Reviews

- Analysis of the financial feasibility of a proposed change to the "Quimby" parks fee and a new apartment development parks fee in the City of Los Angeles, for the City of Los Angeles Department of City Planning.
- Analysis of the financial feasibility of a proposed new parks fee and commercial development "linkage fee" for affordable housing in the City of Santa Monica, for the City of Santa Monica Planning & Community Development Department and Office of the City Attorney.
- Analysis of a proposed extension of an existing affordable housing fee requirement for non-residential development in Palo Alto to also include a wide range of medical facilities, for Stanford University Hospital.
- For William Lyon Homes and the law firm of Irell & Manella, HR&A prepared a detailed critique of the Ramona Unified School District's justification for a school impact fee, which supported negotiations for a lesser fee amount.
- Analysis of whether a traffic impact fee imposed by the City of Los Angeles on new development proposed along the Ventura Boulevard Corridor in the San Fernando Valley was supported by an adequate showing of nexus under applicable law and professional practice, prepared for a group of property owners and the law firm of Reznik & Reznik.
- Analysis of the rationale and economic consequences for prototypical development projects of development fees (traffic, child care, public art, affordable housing) as initially proposed by the City of Los Angeles for the Warner Center Specific Plan, prepared for a group of property owners, developers and the law firm of Paul, Hastings, Janofsky & Walker.
- Analysis and critique of the rationale, nexus basis and implementation plan for a transportation management program and ordinance proposed by the City of Santa Monica which would have imposed AQMD Regulation XV-style requirements on existing businesses with as few as 10 employees, and a traffic impact fee on developers, for the Santa Monica Bay Area Chamber of Commerce.
- Analysis and preparation of a Supplemental EIR addressing school impacts and fees related to a Long Range Development Plan, for U.C. Santa Barbara, the office of the University Counsel and the law firm of Pillsbury, Madison & Sutro. The SEIR figured prominently in a decision in favor of the *University in Goleta Union School District v. The Regents of the*

*University of California*, 36 Cal. App. 4th 1121 (1995), holding that the University was not obligated to pay school impact fees.

- Analysis of school enrollment and facilities impacts associated with theme park expansions at Disneyland, and the relationship of these impacts to statutory school fees, for The Walt Disney Company and the law firm of Latham & Watkins. The analysis helped facilitate a settlement agreement between The Walt Disney Company and local school districts.
- Analysis of the impacts on a variety of elementary and secondary school districts in Kern County from a number of large-scale residential projects planned by Castle & Cooke Development Corporation (represented by the Corey, Croudace, Dietrich & Dragan law firm). The project involved developing alternative student generation rates and calculations of "fair share" impact costs pursuant to applicable State law.
- For the Los Angeles Central City Association, the Building Industry Association of Southern California, the Los Angeles Chamber of Commerce and the Valley Industry and Commerce Association, HR&A evaluated the methodology and conclusions of the nexus analysis that formed the basis for a proposed affordable housing linkage fees that were being studied by the City of Los Angeles.
- Analysis of the degree to which the Wood Ranch residential project had already contributed a fair share of infrastructure and other community benefits such that the City of Simi Valley was not justified in asking for additional fees in order to extend an existing Development Agreement, for Olympia & York.
- A critique of whether the City of Irvine's proposed commercial development exaction to fund affordable housing complied with nexus requirements under State law, on behalf of the Building Industry Association/Orange County (California) Region.
- A critique of, and counter-proposal to, a fee proposed by the City of Santa Monica to mitigate the impact of land recycling on "affordable" lodging in the coastal zone, for Maguire Thomas Partners and the law firm of Lawrence & Harding.
- A critique of the City of Rancho Mirage's approach to impact fee calculations, and preparation of an alternative, nexus-based approach to fee calculations for a 527-unit subdivision, on behalf of the developer, Landmark Land Company, and the law firm of DeCastro, West, Chodorow & Burns.

**ATTACHMENT B**

**Excerpt from the Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan) Regarding Child Care Requirements**

**City of Los Angeles Administrative Code Section 5.530 Regarding Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund**

**VERMONT/WESTERN TRANSIT ORIENTED DISTRICT**

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**Specific Plan**

**(STATION NEIGHBORHOOD AREA PLAN)**

Ordinance No. 173,749  
Effective March 1, 2001

Specific Plan Procedures  
Amended pursuant to L.A.M.C. Section 11.5.7

**TABLE OF CONTENTS**

MAP	Vermont/Western Transit Oriented District Specific Plan (SNAP)
Section 1.	Establishment of the Specific Plan
Section 2.	Purpose
Section 3.	Relationship to Other Provisions of the Los Angeles Municipal Code
Section 4.	Definitions
Section 5.	Prohibition
Section 6.	Zoning and Land Use Designation Subareas
Section 7.	Subarea A - Neighborhood Conversion
Section 8.	Subarea B - Mixed Use Boulevards
Section 9.	Subarea C - Community Center
Section 10.	Subarea D - Light Industrial/Commercial
Section 11.	Subarea E - Public Facilities
Section 12.	Development Review Procedures
Section 13.	Owner's Acknowledgment Limitations
Section 14.	Severability

A Part of the General Plan - City of Los Angeles  
<http://cityplanning.lacity.org> (General Plan - Specific Plan)

Applicant may choose to provide park or open space either on-site or off-site, so long as the following conditions are met.

- i. The park or open space provided is in addition to other Project open space, setbacks, step backs, pedestrian walk-throughs, child care or landscaping requirements of this Specific Plan.
- ii. The Applicant shall commit to providing this park or open space prior to the granting of a Project Permit Compliance by the Director of Planning.
- iii. The park or open space shall be an area of at least 5,000 contiguous square feet; open and accessible to the general public during daylight hours in a manner similar to other public parks; improved to prevailing public park standards, except that the open space may be provided above the ground floor on roof tops or above parking structures if public access is provided that conforms with the Americans With Disabilities Act standards.
- iv. **On-Site.** For on-site park or open space, the Applicant shall provide land area equal to what would be purchasable with the Parks First Trust Fund fee amount required in Subdivision 2 above and construct or covenant to construct the improvements for the park or open space on-site to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District(s) involved; or
- v. **Off-Site.** For off-site park or open space, the Applicant shall provide land area equal to what would be purchasable with the Parks First Trust Fund fee required in Subdivision 2 above and construct or covenant to construct the improvements for the park or open space off-site, but within the Specific Plan area, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District(s) involved.

d. **Set-Offs.** The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to this ordinance shall be off-set by the amount of any Quimby Fee (LAMC § 17.12) or dwelling unit construction tax (LAMC § 21.10.1, *et seq.*) paid as a result of the Project.



G. **Childcare Facility Requirements.** In Subareas B, C and D, all commercial and Mixed Use Projects, which total 100,000 net square feet or more of non-residential floor area shall include child care

facilities to accommodate the child care needs of the Project employees for pre-school children, including infants, and shall meet the following requirements:

1. **Calculation of Childcare Facility Requirement.** The size of the child care facility necessary to accommodate commercial, Mixed Use, Unified Hospital Development Site or Replacement In-Patient Facilities Project employees' child care needs shall be: one square foot of floor area of an indoor child care facility or facilities, for every 50 square feet of net, usable non-residential floor area; or to the satisfaction of the Commission for Children, Youth and their Families consistent with the purpose in Section G.
  - a. **Ground Floor Play Area.** In addition to the requirements specified in Subsection G 1 above, the Applicant shall provide outdoor play area per child served by the child care facility as required by the California Department of Social Services, Community Care Licensing Division, Title 22.
  - b. **Setback and Throughways.** The child care play area at a child care facility provided as required by this subsection, on- or off-site, or as an in lieu cash payment, shall count on a one-for-one square foot basis toward either any building setback requirements of Section 6 L or pedestrian throughways as required in Section 9 G 2.
2. **Floor Area.** The floor area provided for a child care facility shall be used for that purpose for the life of the Project. The square footage devoted to a child care facility shall be located at the ground floor, unless otherwise permitted by State Law, and shall not be included as floor area for the purpose of calculating permitted floor area on a lot or within a Unified Hospital Development
3. **Off-site Provision.** The child care facility may be off-site, provided it is within 5,280 feet of the Project.
4. **Cash Payment in Lieu of Floor Area and Play Area.** At the Applicant's request, the Commission for Children, Youth and their Families may authorize a cash payment in lieu of some or all of the minimum indoor square footage and play area required in Subsection G 1. In lieu cash payments for indoor child care space and outdoor play areas shall be deposited in the City's Child Care Trust Fund.
5. **Certificate of Occupancy.** No certificate of occupancy for a commercial or Mixed Use Project subject to the requirement to include floor area and play area for a child care facility shall be issued prior to the issuance of the certificate of occupancy for the child care facility required pursuant to this Subsection, and in accordance with Section 13 of this Specific Plan, or a cash deposit has been made in the City Child Care Trust Fund in



accordance with Subdivision 4 above.

**6. Credit for Existing Child Care Facility and Play Area.**

- a. **Indoor Facility.** The Commission for Children, Youth and their Families shall authorize credit for existing child care provided on or near the site of the Project against the minimum required child care facility square footage. The Commission for Children, Youth and their Families shall calculate the credit as one square foot of credit per one square foot of existing in-door child care facility that will be made available to the employees of the Project. The existing child care facility must be owned by the Project owner and located within 750 feet of the Project in order to receive credit. Child care credit shall be inventoried by the Commission for Children, Youth and their Families so that the same square footage of existing child care facility is only credited once.
- b. **Outdoor Play Area.** The Director of Planning shall authorize credit for existing ground level outdoor play areas provided within 750 feet of the Project site toward the minimum required open space, building setback, or pedestrian throughway requirements. The existing play area must be owned by the Project owner and located within 750 feet of the Project in order to receive credit. The Director shall calculate the credit as one square foot per one square foot of existing outdoor play area available to the children of the Project employees. Open space credit shall be inventoried by the Director so that the same square footage of existing play area is only credited once.

7. **Enforcement.** The Commission for Children, Youth and their Families shall be responsible for monitoring and the Department of Building and Safety shall be responsible for enforcement of the requirements of this Subsection. All Project owners required to provide a child care facility shall submit an annual report to the Commission for Children, Youth and their Families. The report shall document the annual number of children served. The first report shall be due 12 months after issuance of any certificate of occupancy for the child care facility or facilities.

- H. **Motels.** Floor area associated with a hotel, motel or apartment hotel use shall be counted as a commercial floor area for the purposes of this Specific Plan.
- I. **Sidewalk Cafes.** Sidewalk cafes shall be permitted within a public street right-of-way with the approval of the Department of Public Works, provided a minimum of 10 feet of sidewalk width remains for pedestrian circulation.
- J. **Public Street Improvements.** Public Street Improvements. The regulations and procedures contained in Section 12.37 of the Code

**Administrative Code Sec. 5.530. Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund.**

A. **Creation and Administration of Fund.** There is hereby created within the Treasury of the City of Los Angeles a special fund known as the Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund, referred to in this Chapter as the Child Care Fund or Fund. The Department of Recreation and Parks (Department) with the concurrence of the President of the City Council shall administer, have overall management of and expend funds from the Child Care Fund in accordance with the provisions of this Chapter. The Department with the concurrence of the President of the City Council shall also administer the Fund in accordance with established City practice and in conformity with Government Code Section 66000, *et seq.* All interest or other earnings from money received into the Child Care Fund shall be credited to the Fund and devoted to the purposes listed in this Chapter.

B. **Purpose.** The Child Care Fund shall be used for the deposit of money paid to the City of Los Angeles pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other money appropriated or given to this Fund for the creation or development of Child Care programs or facilities in the Vermont/Western Station Neighborhood area.

C. **Expenditures.** Except as set forth below, Child Care Funds collected pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other monies placed in this Fund shall be expended only for the purpose of acquiring facilities, developing, improving, and operating Child Care programs physically located within the boundaries of the Vermont/Western Station Neighborhood Area Specific Plan area, and providing financial assistance with child care payments to qualifying parents in the area, as determined by the Department.

The Department with the concurrence of the President of the City Council is authorized to make expenditures from this Child Care Fund in accordance with the Vermont/ Western Station Neighborhood Area Plan and the Vermont/ Western Station Neighborhood Area Plan Development Standards and Design Guidelines. Administration of the Fund and expenditures from the Fund shall also be in compliance with the requirements in Government Code Section 66000, *et seq.*, including the following:

1. The Department shall deposit all monies received pursuant to the Vermont/Western Station Neighborhood Area Specific Plan in the Fund and avoid any commingling of the monies with other City revenues and funds, except for temporary investments, and expend those monies solely for the purpose for which the Child Care payment was collected. Any interest income earned by monies in the Fund shall also be deposited in that Fund and shall be expended only for the purpose for which the Child Care payment was originally collected.

2. The Department shall, within 180 days after the last day of each fiscal year, make available to the public all the information required by Government Code Section 66006(a).

3. The City Council shall review the information made available to the public pursuant to Paragraph 2. within the time required by Section 66006, and give notice of that meeting as required by that Section.

4. When required to do so by Government Code Section 66001(e) and (f), the City Council shall authorize refunds of payments made to the Child Care Fund.

D. **Reporting.** The Department shall report annually to the City Council and Mayor identifying and describing in detail receipts and expenditures of the Fund. The Department shall submit each annual report within 60 days after the close of the fiscal year covered in the report.

#### SECTION HISTORY

Chapter and Section Added by Ord. No. 173,963, Eff. 6-18-01.

Amended by: Ord. No. 181,192, Eff. 7-27-10

**APPENDIX C**

**Inventory of Existing Child Care Facilities in the Project Vicinity**

**Child Care Centers****Zip Code: 90027**

**ALL CHILDREN GREAT AND SMALL**  
4612 WELCH PLACE  
LOS ANGELES, CA 90027  
(323) 666-6154  
Contact: RUIZ, YOLANDA  
Capacity: 0024

**ASSISTANCE LEAGUE OF SOUTHERN CALIFORNIA (ALSC)**  
5436 HOLLYWOOD BOULEVARD  
LOS ANGELES, CA 90027  
(323) 464-4063  
Contact: YOLANDA QUINTERO  
Capacity: 0060

**CHILDREN'S HOSPITAL CHILD DEVELOPMENT CENTER (PS)**  
4601 SUNSET BOULEVARD  
LOS ANGELES, CA 90027  
(323) 361-4601  
Contact: ANITA BRITT  
Capacity: 0073

**CREATIVE ANGELS PRESCHOOL & KINDERGARTEN**  
1725 N. MARIPOSA AVENUE  
LOS ANGELES, CA 90027  
(323) 660-9934  
Contact: SUZANA DEMIRCHYAN  
Capacity: 0032

**HARVARD PRE-SCHOOL AND KINDERGARTEN**  
1311 NORTH HARVARD BLVD.  
LOS ANGELES, CA 90027  
(323) 462-1151  
Contact: LISA SOLOMON  
Capacity: 0060

**HOLLYWOOD HEADSTART PRESCHOOL**  
5000 HOLLYWOOD BLVD.  
LOS ANGELES, CA 90027  
(323) 661-6405  
Contact: BENNIE MATA & LOSSIN  
Capacity: 0068

**HOLLYWOOD PRESCHOOL KINDERGARTEN**  
1313 N. EDMONT STREET  
LOS ANGELES, CA 90027  
(323) 660-7896  
Contact: REZIKEEN, FAZEENA  
Capacity: 0056

**KOMITAS DAY CARE**  
1616 HILLHURST  
LOS ANGELES, CA 90027  
(323) 666-1520  
Contact: DERKRIKORIAN, CARMEN  
Capacity: 0035

**LITTLE ARMENIA CHILD CARE**  
1645 N. NORMANDIE AVENUE  
LOS ANGELES, CA 90027  
(323) 708-8577  
Contact: KARINE MUTAFYAN  
Capacity: 0072

**LOS FELIZ CORNERS**  
1839 N. KENMORE AVE.  
LOS ANGELES, CA 90027  
(323) 661-3448  
Contact: KATCH, KRISTI  
Capacity: 0033

**LOS FELIZ NURSERY SCHOOL**  
3401 RIVERSIDE DR  
LOS ANGELES, CA 90027  
(323) 662-8300  
Contact: ARABIAN, MARION  
Capacity: 0028

**LYCEE INTERNATIONALE DE LOS ANGELES**  
4155 RUSSELL AVE.  
LOS ANGELES, CA 90027  
(323) 665-4526  
Contact: MANTCHEVA, GISELE  
Capacity: 0045

**LYRIC PRE-SCHOOL & KINDERGARTEN**  
2328 HYPERION AVE.  
LOS ANGELES, CA 90027  
(323) 667-2275  
Contact: TOM, CURTIS  
Capacity: 0043

**PINWHEELS PRESCHOOL**  
4607 PROSPECT AVENUE  
LOS ANGELES, CA 90027  
(213) 948-4757  
Contact: KARI SHANA DRUYEN  
Capacity: 0019

**PLAYFUL LEARNING AMONGST YOUTH SILVERLAKE**  
2000 HYPERION AVENUE  
LOS ANGELES, CA 90027  
(323) 664-8494  
Contact: GABRIEL R. ROSS  
Capacity: 0130

**ROSE & ALEX PILIBOS PRESCHOOL**  
1611 N. KENMORE STREET  
LOS ANGELES, CA 90027  
(323) 668-0343  
Contact: TAKOUHEY SAATJIAN  
Capacity: 0086

**Zip Code 90028**

**BEVERLY HILLS RESOURCES CORPORATION SCHOOL**  
6550 FOUNTAIN AVENUE  
LOS ANGELES, CA 90028  
(323) 469-6155  
Capacity: 0026

**BLESSED SACRAMENT PRESCHOOL**  
6641 SUNSET BLVD.  
LOS ANGELES, CA 90028  
(323) 462-6311  
Contact: SUZANNE JONES  
Capacity: 0020

**CANYON SCHOOL, INC., THE**  
1820 NO LAS PALMAS AVE  
LOS ANGELES, CA 90028  
(323) 464-7507  
Contact: WILLIAMS, CELIA  
Capacity: 0030

**CHEREMOYA AVENUE ELEMENTARY SCHOOL STATE PRESCHOOL**  
6017 FRANKLIN AVENUE, ROOM 23  
LOS ANGELES, CA 90028  
(323) 464-1722  
Contact: RODRIGUEZ, DIANE  
Capacity: 0023

**CII/OTIS BOOTH CDC**  
424 N. LAKE STREET  
LOS ANGELES, CA 90028  
(213) 385-5100  
Contact: NWARD KAZANCHYAN  
Capacity: 0048

**DELANEY WRIGHT FINE ARTS PRESCHOOL**  
6125 CARLOS AVENUE  
LOS ANGELES, CA 90028  
(323) 871-2470  
Contact: REV. JAIME EDWARDS-ACTON  
Capacity: 0090

**FIRST PRESBYTERIAN CHURCH OF HOLLYWOOD PRE-SCHOOL**  
1785 LA BAIG ST.  
HOLLYWOOD, CA 90028  
(323) 606-5245  
Contact: PAMELA TUSZYNSKI  
Capacity: 0098

**FOUNTAIN AVENUE HEAD START**  
5636 FOUNTAIN AVE.  
LOS ANGELES, CA 90028  
(323) 467-1551  
Contact: ASIYA MAHMOUD  
Capacity: 0068

**GRANT STREET EARLY EDUCATION CENTER**  
1559 N. ST. ANDREWS PL.  
LOS ANGELES, CA 90028  
(323) 463-4112  
Contact: E.PAYNE/A.TER-  
POGOSYAN  
Capacity: 0164

**MONTESSORI SHIR-HASHIRIM**  
6047 CARLTON WAY  
LOS ANGELES, CA 90028  
(323) 465-1638  
Contact: CIELAK, ELENA  
Capacity: 0043

**SELMA HEAD START**  
6611 SELMA AVENUE  
LOS ANGELES, CA 90028  
(626) 572-5107  
Contact: MARIA CASTILLO  
Capacity: 0034

**SUNSET MONTESSORI PRESCHOOL**  
1432 N. SYCAMORE AVE.  
LOS ANGELES, CA 90028  
(323) 465-8133  
Contact: KORDONSKAYA, LILIYA  
Capacity: 0039

**WILTON PLACE HEADSTART/STATE PRESCHOOL**  
1528 N. WILTON PLACE  
LOS ANGELES, CA 90028  
(323) 469-0360  
Contact: PATTY LINARES  
Capacity: 0030

**Zip Code: 90029**

**BERENDO HEADSTART**  
1220 N. BERENDO ST.  
LOS ANGELES, CA 90029  
(323) 669-1388  
Contact: ALMA RODRIGUEZ  
Capacity: 0018

**BLIND CHILDREN'S CENTER**  
4120 MARATHON ST.  
LOS ANGELES, CA 90029  
(213) 664-2153  
Contact: MC CANN, MARY ELLEN  
Capacity: 0070

**CHILDREN'S CENTER PRESCHOOL**  
1260 N. VERMONT AVENUE  
LOS ANGELES, CA 90029  
(323) 422-9690  
Contact: DEBORAH S. WYLE  
Capacity: 0038

**FRENCH NURSERY SCHOOL**  
5262 FOUNTAIN AVENUE  
LOS ANGELES, CA 90029  
(323) 663-4038  
Contact: SAUER, MARIA  
Capacity: 0052

**GREAT VISION PRESCHOOL**  
709, 714 N. ALEXANDRIA AVENUE  
LOS ANGELES, CA 90029  
(323) 333-6686  
Contact: KYUNGMI YOO  
Capacity: 0044

**LEXINGTON AVENUE PRIMARY CENTER CSPP**  
4564 W. LEXINGTON AVE. ROOM 1  
LOS ANGELES, CA 90029  
(323) 644-2884  
Contact: KURILICH, PAULA G.  
Capacity: 0024

**LOS ANGELES CITY COLLEGE CAMPUS CDC**  
855 N. VERMONT AVENUE  
LOS ANGELES, CA 90029  
(323) 953-4000  
Contact: DORIAN KAY HARRIS  
Capacity: 0120

**MELROSE HEAD START**  
4710 MELROSE AVENUE  
LOS ANGELES, CA 90029  
(626) 572-5107  
Contact: MARITZA ARCHER  
Capacity: 0040

**SILVERLAKE INDEPENDENT JEWISH COMMUNITY CENTER**  
1110 BATES AVE.  
LOS ANGELES, CA 90029  
(323) 663-2255  
Contact: RUTH SHAVIT  
Capacity: 0110

**Zip Code: 90038**

**ABC EDUCATIONAL CENTER**  
1129 COLE AVENUE  
LOS ANGELES, CA 90038  
(323) 466-9984  
Contact: YAZMIN NEWMAN  
Capacity: 0030

**GREGORY PARK HEAD START/STATE PRE SCHOOL**  
5807 GREGORY AVE.  
LOS ANGELES, CA 90038  
(323) 463-9725  
Contact: MARGOTH CRUZ  
Capacity: 0068

**HAPPY BIRCH PRESCHOOL**  
6415 ROMAINE STREET  
LOS ANGELES, CA 90038  
(310) 308-3141  
Contact: MALI RAND  
Capacity: 0017

**HOLLYWOOD LITTLE RED SCHOOLHOUSE**  
1248 N HIGHLAND AVE  
HOLLYWOOD, CA 90038  
(323) 465-1320  
Contact: ILISE FAYE  
Capacity: 0043

**LA MIRADA HEAD START**  
5637 LA MIRADA AVE.  
LOS ANGELES, CA 90038  
(323) 464-1605  
Contact: LETICIA VIDALES  
Capacity: 0075

**LOS ANGELES CHEDER**  
801 N. LA BREA AVENUE  
LOS ANGELES, CA 90038  
(323) 932-6347  
Contact: DINA HENIG  
Capacity: 0070

**PARAMOUNT CHILD CARE CENTER (P.S.)**  
5555 MELROSE AVE.  
LOS ANGELES, CA 90038  
(323) 956-4430  
Contact: GRETCHEN MCCOLLEY  
Capacity: 0034

**SANTA MONICA COM.CHARTER SCHOOL STATE PRESCHOOL**  
1022 N. VAN NESS AVE. #1,17&19  
HOLLYWOOD, CA 90038  
(323) 469-0971  
Contact: VAHE MARKARIAN  
Capacity: 0082

**SUNSHINE SHACK, THE**  
1027 N. COLE AVENUE  
LOS ANGELES, CA 90038  
(323) 877-4914  
Contact: CHRISTINA PON  
Capacity: 0040

**T.C.A. ARSHAG DICKRANIAN ARMENIAN SCHOOL**  
1200 N. CAHUENGA BLVD.  
LOS ANGELES, CA 90038  
(323) 461-4377  
Contact: KOUROUYAN, VARTKES  
Capacity: 0020

**VINE STREET EARLY EDUCATION CENTER**  
6312 ELEANOR AVENUE  
LOS ANGELES, CA 90038  
(323) 465-1167  
Contact: E.ANDERSON/J.REYES  
Capacity: 0198

### Large Family Child Care Homes

**Zip Code: 90027**

#### DANIELIAN FAMILY CHILD CARE

1542 N. MARIPOSA AVENUE  
LOS ANGELES, CA 90027  
(323) 667-0000  
Contact: DANIELIAN LIANA  
Capacity: 0014

**Zip Code: 90028**

#### DE LEON FAMILY CHILD CARE

5600 HAROLD WAY  
LOS ANGELES, CA 90028  
(323) 708-5243  
Contact: DE LEON, BRENDA  
Capacity: 0014

#### ESTRADA FAMILY CHILD CARE

5627 FOUNTAIN AVE.  
LOS ANGELES, CA 90028  
(323) 856-7083  
Contact: ESTRADA, DELIA  
Capacity: 0014

#### RODRIGUEZ FAMILY CHILD CARE

6122 DE LONGPRE AVE.  
LOS ANGELES, CA 90028  
(323) 464-4006  
Contact: RODRIGUEZ, ANGELICA  
Capacity: 0014

**ZIP Code: 90029**

#### ESQUIVEL FAMILY CHILD CARE

4952 MARATHON ST.  
LOS ANGELES, CA 90029  
(213) 465-7611  
Contact: ESQUIVEL, LILIA  
Capacity: 0012

#### FLORES FAMILY CHILD CARE

816 NORTH HOBART BLVD  
LOS ANGELES, CA 90029  
(323) 663-1049  
Contact: FLORES, RUTH  
Capacity: 0014

#### FLORES FAMILY CHILD CARE

907 N. SERRANO AVE.  
LOS ANGELES, CA 90029  
(323) 819-3562  
Contact: FLORES, MAYRA  
Capacity: 0014

#### KOSTANDYAN FAMILY CHILD CARE

742 N. EDGEMONT ST  
LOS ANGELES, CA 90029  
(323) 665-7713  
Contact: KOSTANDYAN, KARINE  
Capacity: 0014

#### MENJIVAR FAMILY CHILD CARE

1176 N. COMMONWEALTH AVE  
LOS ANGELES, CA 90029  
(323) 217-8989  
Contact: MENJIVAR, MARIO & MILLY  
Capacity: 0014

#### PETROSYAN FAMILY CHILD CARE

1130 N. WESTMORELAND  
LOS ANGELES, CA 90029  
(323) 243-9350  
Contact: KARINE PETROSYAN  
Capacity: 0014

#### RAMOS FAMILY CHILD CARE

905 N. SERRANO AVENUE  
LOS ANGELES, CA 90029  
(323) 461-0266  
Contact: RAMOS, YESENIA  
Capacity: 0014

#### RUIZ FAMILY CHILD CARE

1234 1/2 MANZANITA STREET  
LOS ANGELES, CA 90029  
(323) 644-1817  
Contact: RUIZ, ARGELIA  
Capacity: 0014

#### VALDEZ FAMILY CHILD CARE

1033 HYPERION AVE  
LOS ANGELES, CA 90029  
(323) 664-0732  
Contact: VALDEZ, MARIANELA  
Capacity: 0014

**ZIP Code: 90038**

#### DE LLANO FAMILY CHILD CARE

6603 WILLOUGHBY AVENUE  
LOS ANGELES, CA 90038  
(323) 960-2505  
Contact: DE LLANO, B. & A  
Capacity: 0014

#### FLORES FAMILY CHILD CARE

5653 W. VIRGINIA AVE.  
LOS ANGELES, CA 90038  
(323) 466-5213  
Contact: FLORES, SONIA  
Capacity: 0014

#### GUERREIRO FAMILY CHILD CARE

5552 BARTON AVENUE  
LOS ANGELES, CA 90038  
(323) 957-9308  
Contact: GUERREIRO, ALBA L.  
Capacity: 0014

#### JUAREZ FAMILY CHILD CARE

1008 N. RIDGEWOOD PLACE  
LOS ANGELES, CA 90038  
(323) 491-0830  
Contact: JUAREZ, LORLIN &  
JOHANA  
Capacity: 0014

#### VARDANYAN FAMILY CHILD CARE

824 N. RIDGEWOOD PLACE  
LOS ANGELES, CA 90038  
(323) 493-5555  
Contact: VARDANYAN, HASMIK  
Capacity: 0014

**APPENDIX D**

**Results of Statistical Analysis on the National Study of the Changing Workforce Survey Data**



Resp: Industry main job [14 major Census groups] \* WORK SCHEDULE AT MAIN JOB \* REGION OF RESIDENCE USING CPS CLASSIFICATION Crosstabulation

Count		WORK SCHEDULE AT MAIN JOB								Total
REGION OF RESIDENCE USING CPS CLASSIFICATION		A regular daytime schedule	A regular evening shift	A regular night shift	A rotating shift - one that changes by time of day or day of week	A split shift consisting of two distinct periods in each workday	A flexible or variable schedule with no set hours, on call	Some other schedule	Total	
Northeast Region Resp: Industry main job [14 major Census groups]	AG/FOR/FISH/MINE	3	0	0	0	0	0	0	3	
	CONSTRUCTION	42	1	1	3	0	1	0	48	
	MANUFACTURING	43	3	3	1	2	0	0	52	
	TRANS/PCOMM/UTIL	16	3	4	1	0	1	0	25	
	WHOLESALE TRADE	19	0	0	0	0	0	0	19	
	RETAIL TRADE	31	0	2	11	0	5	3	51	
	FIN/INS/REAL/EST	26	0	0	1	0	1	0	28	
	BUS/REP SERV	32	3	1	5	0	0	0	41	
	PERSONAL SERVICES	8	0	0	5	0	0	0	13	
	ENTER/REC SERVICES	4	0	1	0	0	2	0	7	
	MEDICAL SERVICES	34	8	4	3	3	3	1	57	
	EDUCATION SERVICES	61	4	0	1	1	1	1	69	
	OTHER PROF SERV	35	1	0	1	2	7	1	47	
	PUBLIC ADMIN	13	2	1	6	0	0	0	22	
<b>Total</b>		<b>387</b>	<b>35</b>	<b>17</b>	<b>38</b>	<b>9</b>	<b>39</b>	<b>6</b>	<b>500</b>	
South Region Resp: Industry main job [14 major Census groups]	AG/FOR/FISH/MINE	11	0	0	1	0	1	0	13	
	CONSTRUCTION	61	2	2	4	0	3	0	62	
	MANUFACTURING	87	5	3	9	0	0	0	94	
	TRANS/PCOMM/UTIL	44	2	5	6	0	6	0	53	
	WHOLESALE TRADE	30	1	6	3	1	1	0	42	
	RETAIL TRADE	70	26	13	25	0	7	1	142	
	FIN/INS/REAL/EST	54	0	1	1	3	5	0	64	
	BUS/REP SERV	43	1	8	3	0	5	0	50	
	PERSONAL SERVICES	6	0	4	0	0	4	0	14	
	ENTER/REC SERVICES	3	1	0	0	0	3	0	7	
	MEDICAL SERVICES	120	5	14	3	2	4	0	148	
	EDUCATION SERVICES	91	2	0	0	3	5	0	101	
	OTHER PROF SERV	66	4	0	0	2	4	1	77	
	PUBLIC ADMIN	33	1	0	4	0	2	2	42	
<b>Total</b>		<b>689</b>	<b>50</b>	<b>54</b>	<b>59</b>	<b>11</b>	<b>50</b>	<b>4</b>	<b>917</b>	
Midwest Region Resp: Industry main job [14 major Census groups]	AG/FOR/FISH/MINE	10	0	0	0	0	1	0	11	
	CONSTRUCTION	45	0	0	1	0	5	0	51	
	MANUFACTURING	88	9	11	4	0	1	1	114	
	TRANS/PCOMM/UTIL	32	1	3	5	0	3	0	44	
	WHOLESALE TRADE	32	0	0	0	0	4	0	38	
	RETAIL TRADE	56	27	17	30	3	14	1	148	
	FIN/INS/REAL/EST	41	2	0	0	0	1	0	44	
	BUS/REP SERV	38	1	0	1	0	2	0	42	
	PERSONAL SERVICES	8	0	0	2	0	0	0	10	
	ENTER/REC SERVICES	8	0	1	2	0	0	0	9	
	MEDICAL SERVICES	89	7	8	7	0	2	1	94	
	EDUCATION SERVICES	75	0	0	5	2	5	0	87	
	OTHER PROF SERV	47	0	0	2	1	3	0	53	
	PUBLIC ADMIN	26	4	1	1	0	3	0	35	
<b>Total</b>		<b>573</b>	<b>51</b>	<b>41</b>	<b>80</b>	<b>6</b>	<b>44</b>	<b>3</b>	<b>778</b>	
West Region Resp: Industry main job [14 major Census groups]	AG/FOR/FISH/MINE	8	0	0	0	0	0	0	8	
	CONSTRUCTION	28	2	0	0	0	11	0	41	
	MANUFACTURING	53	1	1	7	1	5	0	68	
	TRANS/PCOMM/UTIL	30	10	1	2	1	2	0	46	
	WHOLESALE TRADE	12	0	0	0	0	2	1	15	
	RETAIL TRADE	49	2	6	18	2	6	2	85	
	FIN/INS/REAL/EST	17	0	0	0	0	2	2	21	
	BUS/REP SERV	34	8	0	2	0	4	0	48	
	PERSONAL SERVICES	7	0	0	5	0	6	0	18	
	ENTER/REC SERVICES	11	0	2	0	0	0	0	13	
	MEDICAL SERVICES	35	3	6	0	0	6	0	50	
	EDUCATION SERVICES	51	3	0	2	7	2	0	65	
	OTHER PROF SERV	27	0	0	2	0	4	0	33	
	PUBLIC ADMIN	21	2	0	1	0	3	0	27	
<b>Total</b>		<b>383</b>	<b>31</b>	<b>16</b>	<b>30</b>	<b>11</b>	<b>55</b>	<b>6</b>	<b>540</b>	
<b>Total</b> Resp: Industry main job [14 major Census groups]	AG/FOR/FISH/MINE	32	0	0	1	0	2	0	35	
	CONSTRUCTION	188	5	3	8	0	20	0	204	
	MANUFACTURING	251	18	18	21	3	6	1	318	
	TRANS/PCOMM/UTIL	122	16	13	14	1	12	0	179	
	WHOLESALE TRADE	93	1	6	3	1	7	1	112	
	RETAIL TRADE	206	84	38	84	5	32	7	436	
	FIN/INS/REAL/EST	138	3	1	2	3	9	2	157	
	BUS/REP SERV	147	13	7	11	0	19	0	197	
	PERSONAL SERVICES	29	0	4	12	0	10	0	55	
	ENTER/REC SERVICES	24	1	4	2	0	5	0	36	
	MEDICAL SERVICES	258	24	32	13	6	17	2	351	
	EDUCATION SERVICES	278	8	0	8	13	13	1	322	
	OTHER PROF SERV	175	5	0	5	5	18	2	210	
	PUBLIC ADMIN	89	9	2	12	0	8	2	128	
<b>Total</b>		<b>2012</b>	<b>167</b>	<b>128</b>	<b>196</b>	<b>35</b>	<b>179</b>	<b>18</b>	<b>2735</b>	

RETAIL TRADE W/ REGULAR DAYTIME SHIFT AND ROTATING SHIFT (WEST): (49+18)/85=.78823

Resp: Industry main job [14 major Census groups] \* Any child < 6 in household GE 12 yr \* REGION OF RESIDENCE  
USING CPS CLASSIFICATION Cross-tabulation

Count			Any child < 6 in household GE 12 yr		Total
REGION OF RESIDENCE USING CPS CLASSIFICATION			Yes	No	
Northeast Region	Resp: Industry main job [14 major Census groups]	AGFOR/FISHMINE	0	3	3
		CONSTRUCTION	10	37	47
		MANUFACTURING	6	45	51
		TRANSP/COMM/UTIL	7	18	25
		WHOLESALE TRADE	4	14	18
		RETAIL TRADE	10	50	60
		FININS/REALEST	3	26	29
		BUS/REP SERV	4	46	50
		PERSONAL SERVICES	1	11	12
		ENTER/REC SERVICES	2	5	7
		MEDICAL SERVICES	12	46	58
		EDUCATION SERVICES	12	57	69
		OTHER PROF SERV	11	37	48
		PUBLIC ADMIN	5	16	21
Total			87	411	498
South Region	Resp: Industry main job [14 major Census groups]	AGFOR/FISHMINE	4	8	12
		CONSTRUCTION	14	46	62
		MANUFACTURING	13	71	84
		TRANSP/COMM/UTIL	16	47	63
		WHOLESALE TRADE	7	34	41
		RETAIL TRADE	31	113	142
		FININS/REALEST	14	51	65
		BUS/REP SERV	6	51	57
		PERSONAL SERVICES	9	5	14
		ENTER/REC SERVICES	1	6	7
		MEDICAL SERVICES	31	118	149
		EDUCATION SERVICES	23	76	101
		OTHER PROF SERV	15	62	77
		PUBLIC ADMIN	6	23	41
Total			192	723	915
Midwest Region	Resp: Industry main job [14 major Census groups]	AGFOR/FISHMINE	0	11	11
		CONSTRUCTION	15	38	53
		MANUFACTURING	24	90	114
		TRANSP/COMM/UTIL	9	37	46
		WHOLESALE TRADE	6	28	34
		RETAIL TRADE	27	120	147
		FININS/REALEST	10	33	43
		BUS/REP SERV	6	34	42
		PERSONAL SERVICES	2	8	10
		ENTER/REC SERVICES	2	7	9
		MEDICAL SERVICES	18	75	93
		EDUCATION SERVICES	14	73	87
		OTHER PROF SERV	10	43	53
		PUBLIC ADMIN	6	27	33
Total			156	624	779
West Region	Resp: Industry main job [14 major Census groups]	AGFOR/FISHMINE	2	5	7
		CONSTRUCTION	13	29	42
		MANUFACTURING	10	59	69
		TRANSP/COMM/UTIL	8	39	47
		WHOLESALE TRADE	0	15	15
		RETAIL TRADE	22	62	84
		FININS/REALEST	3	18	21
		BUS/REP SERV	10	37	47
		PERSONAL SERVICES	6	13	19
		ENTER/REC SERVICES	0	13	13
		MEDICAL SERVICES	6	45	51
		EDUCATION SERVICES	9	56	65
		OTHER PROF SERV	11	23	34
		PUBLIC ADMIN	5	23	28
Total			107	437	544
Total			541	2195	2736

RETAIL TRADE w CHILD < 6 (WEST): 22/84=.261904

**APPENDIX E**

**Estimated Development Cost for a 60-Space Child Care Center**

**Example Facility Costs for a New 60-Space Child Care Center  
Vermont/Western Station Neighborhood Area Plan**

			<u>Sources &amp; Notes</u>
<b>Number of Children</b>	60		Literature review
<b>Size of Facility</b>			
Indoor Space (per CCR)	100 s.f. per child	6,000	Literature review
Outdoor Space (per CCR)	75 s.f. per child	4,500	State licensing requirements
<b>Land Required</b>			
Building pad		6,000	Per above
Parking			
# Spaces	12		LADBS Requirements
SF per Space	350 s.f.	4,200	HR&A Estimate
Outdoor Play Area		4,500	Per above
Required Land Area		14,700	
<b>Land Cost</b>	\$110 per s.f.	\$ 1,617,000	HR&A estimate
<b>Hard Cost</b>			
Building Shell (per s.f.)	\$155 per s.f. Bldg.	\$ 930,000	Marshall & Swift
Landscaping and Play Equipt.	\$33 per s.f. Outdoor Space	\$ 148,500	Marshall & Swift
Surface Parking	\$2,500 per Space	\$ 30,000	Marshall & Swift
Furnishings & Equipt.	\$50 per s.f. Bldg.	\$ 300,000	HR&A estimate
Contingency	5%	\$ 70,425	
Total Hard Cost		\$ 1,478,900	
Soft Costs	20% x Hard Costs	\$ 295,800	HR&A estimate
Financing Costs	7.0% x Land + Hard + Soft Costs	\$ 237,400	HR&A estimate
<b>Total Cost</b>		\$ 3,629,100	
per building s.f.		\$ 605	
per child care space		\$ 60,500	

Prepared by: HR&A Advisors, Inc.

**Child Care Center Construction Cost Estimate**

	Gross Bldg. SF	Stories	Factor	Total Cost (2015 \$)	Total Cost Per SF (2015 \$)
Children SF per Child			60		
			100		
<b>Child Care</b>	6,000				
Class D - Excellent			\$156.27 PSF		
Height Increase		1	0.0% Above Three Stories		
Sprinklers - Excellent			\$5.68 PSF		
<b>Total With Adjustment Factors</b>				<b>\$1,115,775</b>	<b>\$186</b>
Reduction to for Certain Soft Costs <sup>1</sup>			-17%	<u>-\$185,962</u>	
<b>Total Hard Costs</b>				<b>\$929,812</b>	<b>\$154.97</b>
<b>Adjustment Factors Included</b>					
Cost Factor			1.00 2/1/2015		
Location Factor			1.19 Los Angeles		
Perimeter Factor			1.00		

<sup>1</sup> Per Marshall & Swift total cost includes: sales taxes, interest on construction financing, permit fees, and average architects' and engineers' fees, which have been deducted to avoid double-counting with the "soft costs" category of the development budget.

Source: Marshall & Swift Commercial Cost Estimator, June 2015; HR&A Advisors, Inc.

## MOTION

In 2001, the City Council approved the Vermont/Western Station Area Neighborhood Plan (SNAP). One of SNAP's goals is to provide sufficient schools, childcare facilities, parks, public pools, soccer fields, open space, libraries and police stations within the Plan Area by the year 2020. In certain SNAP areas, all commercial and mixed use projects, which total 100,000 net square feet or more of non-residential floor area, are required to provide for or include adequate child care facilities to accommodate a project employees' pre-school aged or infant care needs.

SNAP stipulates that such child care facilities may be provided for on- or off-site of a proposed project. Additionally, SNAP provides that an in-lieu cash fee may be considered to meet some or all of the required minimum indoor square footage and play areas necessary for a project development. SNAP mandates that should an applicant request an in-lieu fee, the Board of Recreation and Parks (RAP) Commission determine whether or not accept the fee or require creation or development of a child care facility. While SNAP allows for an in-lieu fee procedure and requires RAP to make final determination, it provides little to no guidance on how RAP is to calculate or determine the efficacy of the in-lieu fee.

The City is currently in the process of working with the first SNAP development, East Hollywood Target, for which the childcare requirements apply. The applicant has requested to make an in-lieu payment. However, because SNAP does not provide a traditional fee formula for calculation of in-lieu fee payments, the applicant has hired its own financial consultant to estimate an appropriate fee. In order for RAP to properly evaluate this fee to make an objective and informed decision as to whether the proposed in-lieu fee adequately qualifies for consideration, it is recommended that an independent, peer review be commissioned to study East Hollywood Target's study.

I THEREFORE MOVE that the City Council authorize and instruct the City Administrative Officer (CAO) to hire a consultant to evaluate the projected childcare needs of the proposed East Hollywood Target development with respect to the requirements of the SNAP; accept up to \$25,000 for the full cost of consultant services from the applicant to evaluate such childcare needs; instruct the City Controller to deposit all funds received as a result of this action in Fund 100, Department 10, Contractual Services Account 3040; and authorize the CAO to make any technical corrections, revisions, or clarifications to the above instructions to effectuate the intent of this action; and

I FURTHER MOVE that the Council REQUEST that the Board of Recreation and Parks (RAP) Commission consider the applicant's proposal at their next regularly scheduled meeting once the peer review is completed and the applicant's development application is complete.

PRESENTED BY:

  
MITCH O'FARRELL  
Councilmember, 13th District

SECONDED BY:



ORIGINAL

MAR 13 2011  


**FINAL MEMORANDUM**

To: Valerie Flores and Kenneth Fong, City Attorney's Office

Cc: Josh Rohmer, Stephanie Magnien Rockwell, Chris Robertson  
City of Los Angeles

From: Economic & Planning Systems, Inc.

Subject: Peer Review of HR&A Estimate of Childcare In-Lieu Payment  
for Target Development; EPS #164005

Date: July 11, 2016

*The Economics of Land Use*



Target Corporation is developing a 186,698-square foot retail center at the corner of Sunset Boulevard and Western Avenue (Project). Rather than providing an onsite childcare facility to meet the childcare needs of project employees, Target Corporation is requesting to make a cash payment in lieu of the childcare facilities requirements. Under the terms of Section G of the Station Neighborhood Area Plan (SNAP), such in-lieu cash payments can be authorized and deposited into a Childcare Trust Fund.

Economic & Planning Systems, Inc., (EPS) was retained by the City of Los Angeles to peer review the September 29, 2015 Report prepared by HR&A for Target Corporation titled "Estimation of a Childcare Facility In-Lieu Fee for the Target Development at Sunset Boulevard and Western Avenue" (HR&A Report or HR&A Analysis). EPS's peer review involved reviewing the HR&A Report, speaking with City staff and the assigned City Attorney to understand the Project background, and discussing key assumptions with the primary author of the HR&A Report.

The HR&A Analysis estimates that: (1) the Project's 250 employees would generate demand for eight childcare spaces (about one space for every 30 employees) and (2) the cost of providing that childcare is approximately \$60,500 per childcare space. This results in an in-lieu payment estimate of \$484,000, or \$2.59 per square foot of Project Floor Area.

HR&A points out that this level of payment per building square foot would be above many citywide childcare in-lieu fees charged by other California jurisdictions, but below that charged by the City of Santa Monica.

*Economic & Planning Systems, Inc.  
One Kaiser Plaza, Suite 1410  
Oakland, CA 94612-3604  
510.841.9190 tel  
510.740.2080 fax*

*Oakland  
Sacramento  
Denver  
Los Angeles*

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

## Findings

Key findings from the peer review include the following:

- 1. The City's policy objectives are an important consideration in determining whether the HR&A Analysis is consistent with the intent of Section G of the SNAP.** Section G of the SNAP states that "all commercial and Mixed-Use Projects, which total 100,000 net square feet or more of nonresidential floor area, shall include childcare facilities to accommodate the childcare needs of the Project employees for pre-school children." It also notes that a cash payment in-lieu of some or all of the minimum indoor square footage and play area required can be authorized. EPS's peer review is grounded in a broad interpretation of the language of Section G and assumes the objective of Section G is to ensure that there will be childcare spaces available for all of the pre-school aged children of the Project's 250 employees who are likely to enroll their child(ren) in some form of non-relative childcare near their place of work. This is a broader interpretation than the one applied by HR&A as discussed in more detail below.
- 2. A "demand-based" analysis represents a reasonable approach to estimating an in-lieu cash payment, although the specific assumptions have significant implications for the end result.** A demand-based analysis varies from the straight-forward application of the stated standard in Section G of the SNAP (1 square foot of childcare space per 50 square feet of Project floor area) in that a demand-based approach seeks to link the characteristics of new development and associated employees to an estimate of childcare need based on a series of specific assumptions about an employee's likelihood of having one or more children under the age of 6 who might choose to enroll in childcare near the employee's place of work. The estimate of childcare need, in turn, is costed for the purpose of identifying an appropriate fee payment. EPS generally concurs that a "demand-based" approach, as proposed by HR&A, represents a reasonable approach to determining the potential in-lieu cash payment. However, assumptions concerning the number of employees, the need for childcare, and the cost of providing a childcare space are critical components of the analysis that require careful consideration.
- 3. Based on a broader interpretation of the policy language, EPS finds that the Project's 250 employees will generate demand for 15 childcare spaces, higher than the 8 spaces estimated in the HR&A Analysis.** The HR&A Analysis follows a logical sequence of steps and calculations to arrive at the projected demand for childcare from the Project's 250 employees. However, there are certain assumptions in the HR&A Analysis that EPS believes collectively result in an underestimate of demand. These include the adjustments made for employee shifts, not considering that a household with a child under the age of 6 might have more than one child under the age of 6, and the interpretation of the Census Bureau's survey of working parents, which is used to estimate the percent of households choosing some form of non-relative childcare. Applying EPS's recommended revisions results in the Project's 250 employees generating demand for 15 childcare spaces (see Figure 1 for comparison of assumptions and steps).



- 4. Using HR&A's approach to estimating the costs of providing a childcare space, the revised childcare need estimate results in an in lieu cash payment ranging from \$907,500 to \$1,213,500.** The HR&A Report prepares a cost estimate that is based on the new development (including land acquisition) of a state-licensed childcare center, which would be more costly to provide than other options (e.g., expanding capacity within an existing facility). In this regard, EPS finds that the HR&A Analysis, and estimate of \$60,500 per childcare space, is conservative.<sup>1</sup> Applying this per childcare space cost estimate to the revised estimate of the need for 15 childcare spaces results in an estimated in-lieu cash payment of \$907,500 (see **Figure 1** for a comparison of key steps). This is about 87.5 percent above the HR&A estimate and represents about \$4.86 per Project Floor Area.

It is important to note that HR&A's cost estimates are based on dynamic data that is subject to change over time based on economic and market conditions. For example, the land acquisition cost estimate used in the HR&A Analysis is \$110 per square foot. This figure is based on sales transactions within 1 mile of the Project site and excludes any unusually high-value transactions located along high-demand corridors. This is an appropriate exclusion given that, unlike retail or other types of commercial space, a child care facility does not require a premium location, and, in fact, due to the economics of developing and operating a child care facility, a child care facility typically cannot afford a premium location.

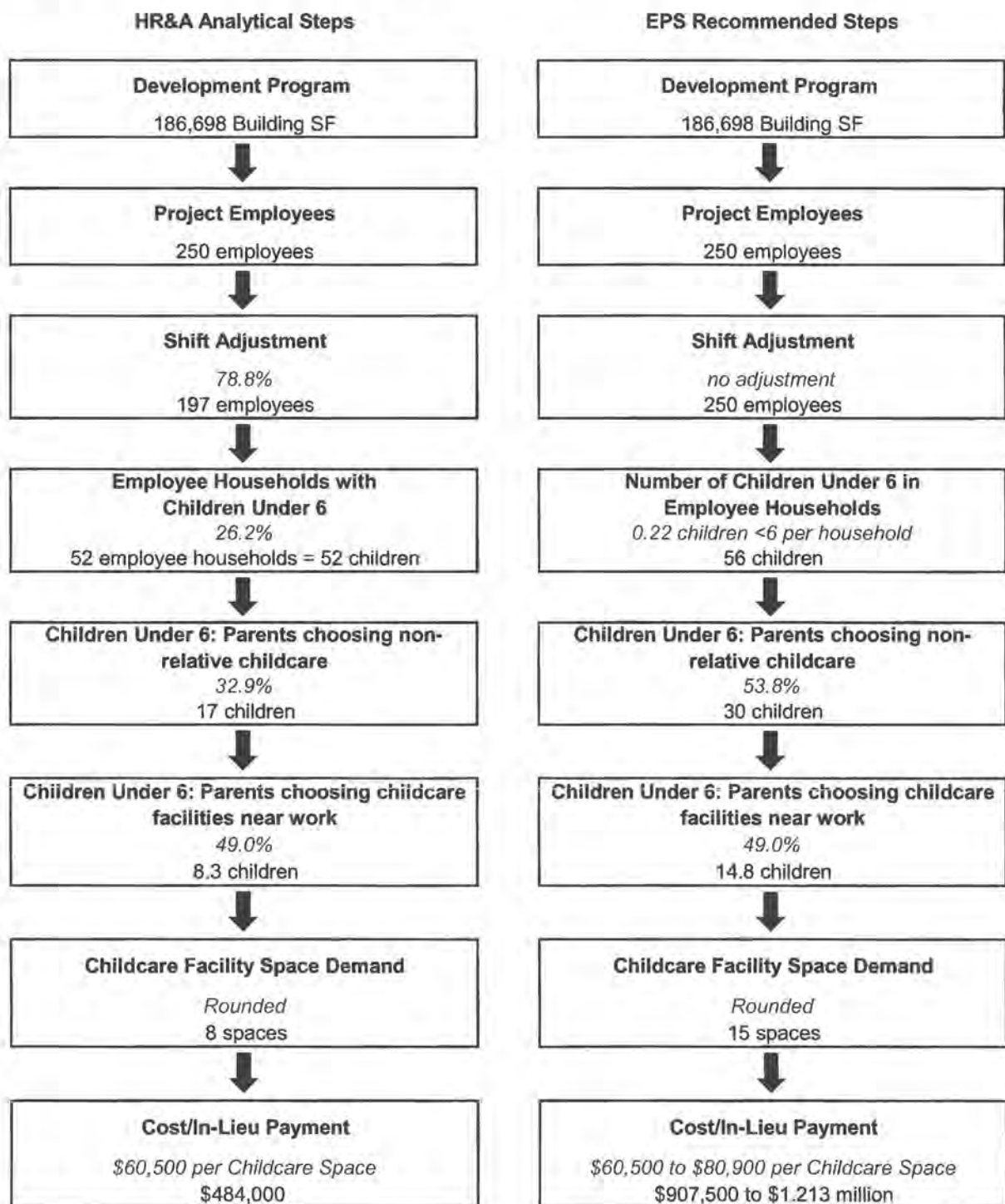
When EPS updated the land acquisition cost research to vet HR&A's estimate, EPS applied the same search criteria (e.g., within 1 mile of the Project site and excluding transactions reflecting premium locations) and found the median price per square foot of land had risen to \$188.<sup>2</sup> Incorporating a land acquisition cost of \$188 per square foot increases the overall cost per child care space to \$80,900 (up from \$60,500) and increases the in lieu cash payment to \$1,213,500 (up from \$907,500). Given the dynamic nature of land values in the area, an in lieu cash payment could reasonably range from \$907,500 to \$1,213,500.

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<sup>1</sup> EPS independently confirmed that the parking assumption reflects the current zoning requirements. In addition, the calculation to estimate the in-lieu cash payment appropriately excludes the 109 square feet for the police substation.

<sup>2</sup> Using CoStar vacant land transaction data, within 1 mile of the Project Site, in June 2016.

**Figure 1 Comparison of HR&A Analytical Steps and EPS Recommended Steps**



## Policy/Study Background

Section G of the SNAP describes the land use regulations associated with the provision of childcare facility requirements. As noted in Section G of the SNAP:

- All commercial and Mixed-Use Projects, which total 100,000 net square feet or more of nonresidential floor area, shall include childcare facilities to accommodate the childcare needs of the Project employees for pre-school children.
- Project employees' childcare needs shall be one square foot of floor area of an indoor childcare facility or facilities, for every 50 square feet of net, usable nonresidential floor area; or to the satisfaction of the Commission for Children, Youth, and their Families<sup>3</sup> consistent with the purpose in Section G.<sup>4</sup>
- The childcare facility may be off-site provided it is within 5,280 feet (one mile) of the Project.
- At the Applicant's request, the Commission for Children, Youth, and their Families<sup>5</sup> may authorize a cash payment in-lieu of some or all of the minimum indoor square footage and play area required. In-lieu cash payments for indoor childcare space and outdoor play areas shall be deposited in the City's Childcare Trust Fund.
- The SNAP does specify how the revenue from an in-lieu fee should be spent, but Administrative Code Sec. 5.530. pertains to the Vermont/Western Station Neighborhood Area Plan Childcare Trust Fund (Fund) and indicates that the purpose of the Fund is for the creation or development of Childcare programs or facilities and that funds "shall be expended only for the purpose of acquiring facilities, developing, improving and operating Childcare programs physically located within the boundaries of the Vermont/Western Station Neighborhood Area Specific Plan Area, and providing financial assistance with childcare payments to qualifying parents in the area, as determined by the Department."

## Step-by-Step Demand Analysis Comments and Recommendations

On behalf of Target Corporation, HR&A has proposed a "demand-based" methodology for estimating the appropriate in-lieu cash payment. HR&A suggests this methodology is more appropriate as it can be tailored to the specifics of the Project. This methodology seeks to estimate the number of pre-school aged children associated with Project employees who will require childcare based on a series of analytical assumptions. Important to understanding the HR&A Analysis, HR&A's methodology assumes that the goal of the City's policy is to provide

<sup>3</sup> As noted by HR&A, the City's Department of Parks and Recreation and the Parks and Recreation Commission now have jurisdiction over implementation of the SNAP childcare facility requirement, and the Childcare Trust Fund into which in-lieu cash payments would be deposited.

<sup>4</sup> On page 6 of the HR&A Report, a childcare facility need calculation is provided based on the ratio stated in Section G of the SNAP (1 square foot of childcare facility per 50 square feet of net useable Project floor area). While EPS recognizes that this is not the approach used to calculate the in-lieu payment, it is our presumption that the "existing" square footage of 59,561 should not be deducted as the SNAP language refers to "net useable" rather than "net new usable."

<sup>5</sup> See Note #2 above.

childcare for those Project employees who would be interested in childcare in licensed childcare facilities near their place of work that operate during common childcare facility hours (i.e., approximately 8 a.m. to 5 or 6 p.m.). This methodology also uses childcare provision cost estimates associated with construction of a new licensed facility as opposed to other less costly alternatives. Finally, this “demand-based approach” leads to a different effective standard in terms of the ratio between square feet of childcare facility provision and the net square feet of the Project. Each step is described below and summarized in **Table 1**.

**Step 1** begins with the source of the demand, the 250 on-site Project employees. This figure includes the employees of the Target store as well as the ancillary retail and is well-established in the Project EIR.

**Step 2** refines the Project employment estimate, in an effort to identify just those employees who would be working during the daytime hours (i.e., those hours that a childcare facility typically would be open). As described below, EPS believes that the reduction that occurs later in Step 4 accounts for the fact that not all Project employees with pre-school aged children will avail themselves of childcare and, thus, renders Step 2 redundant. There are a number of reasons an employee with a young child may not choose to enroll that child in childcare, including the potential availability of another parent or a relative to care for the child, the lack of affordable options in a convenient location, or the incompatibility of the employee’s work/shift logistics and available childcare options. We believe these considerations are valid and that they are accounted for in Step 4. Therefore, we do not recommend discounting the number of employees based on potential shift assignments in Step 2.

Related to Step 2, which refines the Project employment estimate, it may be that there is some potential that 250 employees equals something less than 250 households. For example, there may be potential for same-store colleagues to form a family/household, which would reduce the demand for childcare from Project employees. HR&A conservatively assumes that each employee is equal to a unique household. Without detailed information from Target about their workforce and household formation, EPS cannot recommend an appropriate discount factor.

**Step 3** identifies the percent of Project employees with children under the age of 6 using specific characteristics of employees in the “Retail Trade” living in the “West” region. While this data (see Appendix D of the HR&A Report) identifies 22 households (out of a sample of 84 households) with “any child” under the age of 6 in the household, the data does not appear to account for the possibility of there being more than one child under the age of 6 in the household.

Using Census data, it is possible to calculate the average number of children under the age of 6 per household (see Census tables S1101 and S0901, 2010-2014 ACS, 5-Year Estimates for the City of Los Angeles.) A review of the data on these tables suggests that there are an average of 0.22 children under the age of 6 in the City’s households, as shown on **Table 2**. This analysis is not specific to the retail industry, rather it reflects the Citywide average, but it more accurately estimates the number of *children* under the age of 6 (as opposed to the number of *households* with at least one child under the age of 6).

**Table 1 Step-by-Step Comments on HR&A Demand Analysis**

Step Reference Number	Step Description	Assumption Used by HR&A	Result	Source	EPS Comment
1	Number of employees	250		Project EIR (Approved)	1) No comment.
2	Discount employees to reflect those working daytime shifts	78.8%	197.1	National Study of the Changing Workforce Survey Data	1) Allowance for employees who will not choose child care is already reflected in Step 4. 2) Advise not to discount 250 employee count.
3	Percent of Project employees with children under the age of 6	26.2%	52.0	National Study of the Changing Workforce Survey Data	1) Source estimates the percent of households with one or more children under the age of 6 but does not necessarily provide an estimate of the number of children. 2) Advise using Census data to more accurately estimate the total number of pre-school aged children in the City's households.
4	Percent of Project employees with pre-school aged children choosing child care facilities	32.9%	17.1	Census Bureau's survey of child care arrangements among working parents	1) Important to note that current choices may not reflect preferred choices, if options were expanded and improved. 2) Sample should reflect just those children in a "regular arrangement" which reduces the sample and increases the percent of employees choosing childcare.
5	Percent of Project employees with pre-school aged children choosing child care facilities near place of work	49.0%	8.4	Average of 23% (West Hollywood nexus study survey) and 75% (literature review conducted for Santa Monica)	1) In EPS experience, this assumption tends to vary the most. Given that neither source is perfectly applicable to this Project, taking the average is reasonable.
<b>Total Number of Child Care Spaces Required</b>			<b>8</b>		1) Advise rounding up when estimating the number of children.

**Table 2 Average Number of Children under the Age of 6 per Household**

Category	Percent	Number
Children under 18 in Households		854,900
under 6 years	34.9%	298,360
6 to 11 years	32.3%	276,133
12 to 17 years	32.8%	280,407
Total Households		1,329,372
Number of Children under 6 Years per Household		0.22

Source: 2010-2014 American Community Survey 5-Year Estimates, Tables S1101 and S0901.

It is worth noting that the demand analysis in the HR&A Report is not structured in a way that is specific to the ages of the children. This is appropriate given the data sources used by HR&A; however, estimating the number of children within typical age cohorts of pre-school aged children (i.e., under 1, 1 to 2, and 3 to 5) would allow for a more nuanced analysis of the childcare preferences of the Project's employees. For example, parents make different childcare choices and have different locational preferences for their infant children than they do for their 4- and 5-year old children. In addition, many 5-year olds are enrolled in kindergarten and, therefore, do not need the type of childcare arrangements accounted for in this Study. An age-specific analysis allows just a subset (typically 50 percent) of 5-year olds to be included. The HR&A analysis is conservative in the sense that it includes all 5-year old children. Without additional research, EPS cannot say definitively whether an age-specific approach would increase or decrease the number of required childcare spaces. Revised, age-specific assumptions could end up off-setting one another.

**Step 4** establishes the percent of Project employees with pre-school aged children who are likely to choose childcare facilities, rather than care by a parent or a relative. This is an appropriate cut, and HR&A uses a well-researched and reliable data source. However, while the HR&A Report assumes that 32.9 percent of households with pre-school aged children will choose "non-relative" care based on Table 1 on page 2 of "Who's Minding the Kids? Childcare Arrangements," issued April 2013 by the U.S. Census Bureau, EPS believes the ratio should be based on the sample of children who are in a "regular arrangement," which is defined as an arrangement that is used at least once a week. It seems that a Project employee with a regular work schedule with one or more children under the age of 6 would fall into the category of needing a "regular arrangement." This assumption reduces the sample from 20,404 to 12,499, resulting in a revised assumption that 53.8 percent of households with pre-school aged children will choose "non-relative" care.

As noted above in Step 2, EPS also believes that the selected percentage should be applied to an employee count that has not been reduced on account of potential work shift. This is because the percentage of Project employees with pre-school aged children who are likely to choose childcare facilities rather than care by a parent or a relative reflects that not all Project employees will be able to (or choose to) take advantage of available childcare options, perhaps because of their work shift.

In **Step 5**, the number of children requiring childcare is further reduced to account for the percent of Project employees who would choose childcare facilities near their place of work as opposed to near their home. EPS is familiar with the range of assumptions quoted in the HR&A Report, noting that the assumption regarding the choice to use childcare near place of work varies across other studies from between 23 percent to 75 percent. The HR&A Report uses the average of the two assumptions, 49 percent. While not based on technical analysis, EPS finds this to be a reasonable assumption given that the West Hollywood survey (the basis of the 23 percent assumption) is potentially outdated (1989) and more heavily weighted to office workers than retail workers and the national study (the basis of the 75 percent assumption), while often referenced in childcare nexus studies is not available for a closer review. EPS concurs with HR&A that since neither source is perfect, taking the average of the two is reasonable.

## Results of EPS Recommendations

The recommendations summarized above result in demand for 15 childcare spaces based on a Project employee count of 250. The steps are shown below in **Table 3**.

At a cost of \$60,500 per childcare space, 15 childcare spaces represents a total cost of \$907,500 or a per Project floor area square foot cost of \$4.86. This is higher than the adopted in lieu fees of many other cities, yet approximately consistent with the City of Santa Monica's in lieu fee. At a cost of \$80,900 per childcare space, 15 childcare spaces represents a total cost of \$1,213,500 or a per Project floor area square foot cost of \$6.50, well above the highest adopted in lieu fees studied.

**Table 3 EPS Refined Demand Analysis**

Step Reference Number	Step Description	Assumption Used by HR&A	Result	Source
1	Number of employees	250		Project EIR (Approved)
2	Discount employees to reflect those working daytime shifts	100.0%	250.0 employees	
3	Number of children under the age of 6 per household	0.22	56.1 children < age 6	Census, ACS 2010-2014, See Table 2
4	Percent of Project employees with pre-school aged children choosing child care facilities	53.8%	30.2 children < age 6 needing non-relative child care	Census Bureau's survey of child care arrangements among working parents; Uses sample of children in a "regular childcare arrangement"
5	Percent of Project employees with pre-school aged children choosing child care facilities near place of work	49.0%	14.8 children < age 6 needing non-relative child care, near employee's place of work	Average of 23% (West Hollywood nexus study survey) and 75% (literature review conducted for Santa Monica)
<b>Total Number of Child Care Spaces Required</b>			<b>15</b>	





**BOARD REPORT**

NO. 16-190

DATE September 09, 2016

C.D. 9

**BOARD OF RECREATION AND PARK COMMISSIONERS**

SUBJECT: CENTRAL RECREATION CENTER – PLAY AREA REHABILITATION (PRJ20946) PROJECT – ALLOCATION OF ZONE CHANGE FEES; EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE III, SECTION 1, CLASS 1(1,3) AND CLASS 11(3) OF THE CITY CEQA GUIDELINES

<i>for</i>	AP Diaz _____	V. Israel _____
	*R. Barajas <u>CSD</u>	K. Regan _____
	H. Fujita _____	N. Williams _____

  
 \_\_\_\_\_  
 General Manager

Approved \_\_\_\_\_ Disapproved \_\_\_\_\_ Withdrawn \_\_\_\_\_

RECOMMENDATIONS

1. Approve the scope of Central Recreation Center – Play Area Rehabilitation (PRJ20946) Project, as described in the Summary of this Report;
2. Authorize the Department of Recreation and Parks (RAP) Chief Accounting Employee to reallocate One Hundred Fifty Thousand Dollars (\$150,000.00) in Zone Change Fees, currently allocated to the Central Recreation Center – Pool Rehabilitation (PRJ20251) Project, to the Central Recreation Center – Play Area Rehabilitation (PRJ20946) Project;
3. Approve the allocation of One Hundred Fifty Thousand Dollars (\$150,000.00) in Zone Change Fees from Central Recreation Center Account No. 89440K-CR for the Central Recreation Center – Pool Rehabilitation (PRJ20251) Project;
4. Find that the proposed Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Article III, Section 1, Class 1(1,3) and Class 11(3) of the City CEQA Guidelines, and direct staff to file a Notice of Exemption;
5. Authorize the RAP Chief Accounting Employee to prepare a check to the Los Angeles County Clerk in the amount of Seventy-Five Dollars (\$75.00) for the purpose of filing a Notice of Exemption; and,
6. Authorize the RAP Chief Accounting Employee to make technical corrections as necessary to carry out the intent of this Report.

## BOARD REPORT

PG. 2 NO. 6-190

### SUMMARY

Central Recreation Center is located at 1357 East 22nd Street in the South Los Angeles area of the City. This 1.45 acre park provides a variety of services and programs to the community including a lighted athletic field, a swimming pool, and a recreation center. Approximately 11,474 residents live within a one-half (½) mile walking distance of Central Recreation Center. Due to the facilities, features, programs, and services it provides, Central Recreation Center meets the standard for a Community Park, as defined in the City's Public Recreation Plan.

RAP Staff has determined that the replacement of the children's play area at Central Recreation Center is necessary and will be of benefit to the surrounding community.

The Board of Recreation and Park Commissioners (Board) has approved the allocation of a total of Four Million, Three Hundred Ninety-Five Thousand, Seven Hundred Thirty-Eight Dollars and Ten Cents (\$4,395,738.10) in Zone Change Fees for the Central Recreation Center – Pool Rehabilitation (PRJ20251) Project (Report Nos. 10-207, 12-004, and 12-183). The scope of the approved Pool Rehabilitation project included the demolition of the existing swimming pool, the construction of a new swimming pool, and the renovation of the existing bathhouse. The Central Recreation Center – Pool Rehabilitation (PRJ20251) Project is now complete and there is unexpended Zone Change funding remaining that is available for reallocation to other park projects.

Upon approval of this Report, One Hundred Fifty Thousand Dollars (\$150,000.00) in Zone Change Fees, currently allocated to the Central Recreation Center – Pool Rehabilitation (PRJ20251) Project, can be reallocated to the Central Recreation Center – Play Area Rehabilitation (PRJ20946) Project. These Zone Change Fees were collected within two miles of Central Recreation Center, which is the standard distance for the allocation of the Quimby Fees for community recreational facilities.

Additionally, it should be noted that the City Council has approved the allocation of One Hundred Sixty-Three Thousand, Four Hundred Eighty-Eight Dollars and Eighty-Five Cents (\$163,488.85) in Community Development Block Grant (CDBG) funds for the Central Recreation Center – Play Area Rehabilitation (PRJ20946) Project (Council File No. 15-1090).

The total funding available for the Central Recreation Center – Play Area Rehabilitation (PRJ20946) Project, inclusive of the available CDBG funding, would be Three Hundred Thirteen Thousand, Four Hundred Eighty-Eight Dollars and Eighty-Five Cents (\$313,488.85).

### TREES AND SHADE

The approval of this Project will have no impact on existing trees or shade at Central Recreation Center. No new trees or new shade are proposed to be added to Central Recreation Center as a part of this project.

BOARD REPORT

PG. 3 NO. 16-190

ENVIRONMENTAL IMPACT STATEMENT:

The subject Project will consist of modifications to existing park facilities involving negligible or no expansion of use and placement of new accessory structures. Therefore, the Project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Article III, Section 1, Class 1(1,3) and Class 11(3) of the City CEQA Guidelines.

FISCAL IMPACT STATEMENT

The approval of this allocation of Quimby Fees will have no fiscal impact on the Department.

The estimated costs for the design, development, and construction of the proposed park improvements are anticipated to be funded by Quimby Fees or funding sources other than the RAP's General Fund. The maintenance of the proposed park improvements can be performed by current staff with no overall impact to existing maintenance service at this facility.

This Report was prepared by Darryl Ford, Senior Management Analyst I, Planning, Construction and Maintenance Branch.



**BOARD REPORT**

NO. 16-191

DATE September 09, 2016

C.D. 3

**BOARD OF RECREATION AND PARK COMMISSIONERS**

SUBJECT: RESEDA MULTIPURPOSE CENTER – BUILDING IMPROVEMENTS (PRJ21031) PROJECT – ALLOCATION OF QUIMBY FEES – EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE III, SECTION 1, CLASS 1(1,3) OF THE CITY CEQA GUIDELINES

AP Diaz	_____	V. Israel	_____
<i>for</i> *R. Barajas	<u>CSD</u>	K. Regan	_____
H. Fujita	_____	N. Williams	_____

  
 \_\_\_\_\_  
 General Manager

Approved \_\_\_\_\_ Disapproved \_\_\_\_\_ Withdrawn \_\_\_\_\_

**RECOMMENDATIONS**

1. Approve the scope of Reseda Multipurpose Center – Building Improvements (PRJ21031) Project, as described in the Summary of this Report;
2. Authorize the Department of Recreation and Parks (RAP) Chief Accounting Employee to transfer One Hundred Thousand and Twenty Two Dollars (\$100,022.00) in Quimby Fees from Quimby Account No. 89460K-00 to Reseda Park Account No 89460K-RE;
3. Approve the allocation of One Hundred Thousand and Twenty Two Dollars (\$100,022.00) in Quimby Fees from Reseda Park Account No. 89460K-RE for the Reseda Multipurpose Center – Building Improvements (PRJ21031) Project;
4. Find that the proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Article III, Section 1, Class 1(1,3) of the City CEQA Guidelines, and direct staff to file a Notice of Exemption;
5. Authorize the RAP Chief Accounting Employee to prepare a check to the Los Angeles County Clerk in the amount of \$75.00 for the purpose of filing a Notice of Exemption; and,
6. Authorize the Department's Chief Accounting Employee to make technical corrections as necessary to carry out the intent of this Report.

## BOARD REPORT

PG. 2      NO. 16-191

### SUMMARY

Reseda Multipurpose Center is located at 18255 Victory Boulevard within Reseda Park in the Reseda area of the City. Reseda Park is a 29.68 acre park features basketball and tennis courts, an outdoor swimming pool, picnic areas, walking paths, and a multipurpose center. Approximately Nine Thousand One Hundred and Fourteen (9,114) residents live within a one-half (½) mile walking distance of Reseda Park. Due to the facilities, features, programs, and services it provides, Reseda Park meets the standard for a Community Park, as defined in the City's Public Recreation Plan.

Since 1985, ONEgeneration (ONE), a California non-profit corporation, has occupied and used the Reseda Multipurpose Center through a lease agreement and has been serving the San Fernando Valley senior population through its many services and programs. Over the years, ONE has expanded its operations with additional services and programs to better serve the needs of seniors in the community. ONE provides a place for seniors to congregate and socialize through the various classes and services related to adult daycare, health services, senior advocacy, support groups, volunteer opportunities, legal assistance, counseling, hot lunches, and other programs specifically designed to empower seniors and enhance their quality of life through recreation.

RAP staff has determined that the replacement of the roof, path of travel improvements, parking lot improvements, and other general building improvements at the Reseda Multipurpose Center are necessary and will be of benefit to the surrounding community.

Upon approval of this report, One Hundred Thousand and Twenty Two Dollars (\$100,022.00) in Quimby Fees will be transferred from Quimby Account No 89460K-00 to Reseda Park Account No 89460K-RE and allocated to the Reseda Multipurpose Center – Building Improvements (PRJ21031) Project. These Quimby Fees were collected within two (2) miles of Reseda Park, which is the standard distance for the allocation of the Quimby Fees for community recreational facilities.

Additionally, it should be noted that the City Council has approved the allocation of Two Hundred Forty Nine Thousand Nine Hundred and Thirty Eight Dollars (\$249,938.00) in Community Development Block Grant (CDBG) funds for the Reseda Multipurpose Center – Building Improvements (PRJ21031) Project (Council File No. 14-1382).

The total funding available for Reseda Multipurpose Center – Building Improvements (PRJ21031) Project, inclusive of the available CDBG funding, would be Three Hundred Forty Nine Thousand Nine Hundred Sixty Dollars (\$349,960.00).

### TREES AND SHADE

The approval of this project will have no impact on existing trees or shade at Reseda Park and no new trees or new shade are proposed to be added to Reseda Park as a part of this project.

BOARD REPORT

PG. 3      NO. 16-191

ENVIRONMENTAL IMPACT STATEMENT

The subject project will consist of modifications to existing park facilities involving negligible or no expansion of use. Therefore, the project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Article III, Section 1, Class 1(1,3) of the City CEQA Guidelines.

FISCAL IMPACT STATEMENT

The approval of this allocation of Quimby Fees will have no fiscal impact on the RAP's General Fund. The maintenance of the proposed park improvements are covered by ONE per the lease agreement.

This Report was prepared by Meghan Luera, Management Assistant, Planning, Construction and Maintenance Branch.





**BOARD REPORT**

NO. 16-192

DATE September 09, 2016

C.D. 2

**BOARD OF RECREATION AND PARK COMMISSIONERS**

SUBJECT: NORTH HOLLYWOOD PARK – SERVICE EASEMENT AGREEMENT WITH THE LOS ANGELES DEPARTMENT OF WATER AND POWER (LADWP) FOR THE INSTALLATION, REPAIR AND SERVICE OF RECYCLED WATER METERS; EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE III, SECTION 1, CLASS 3(5, 8) AND CLASS 5(30) OF THE CITY CEQA GUIDELINES

AP Diaz	_____	V. Israel	_____
<i>Jen</i> R. Barajas	<u>CSB</u>	K. Regan	_____
H. Fujita	_____	N. Williams	_____

  
 \_\_\_\_\_  
 General Manager

Approved \_\_\_\_\_ Disapproved \_\_\_\_\_ Withdrawn \_\_\_\_\_

**RECOMMENDATIONS**

1. Approve a proposed Los Angeles Department of Water and Power (LADWP) Service Easement Agreement, herein included as Exhibit A, to allow LADWP a service easement to install, repair and service recycled water meters at North Hollywood Park, subject to approval of the City Attorney as to form;
2. Direct the Board Secretary to transmit the proposed Service Easement Agreement to the City Attorney for review and approval as to form;
3. Authorize the General Manager, or Designee to execute the proposed Service Easement Agreement upon receipt of necessary approvals;
4. Find that granting the proposed Service Easement Agreement is categorically exempt from the California Environmental Quality Act (CEQA);
5. Direct Department of Recreation and Parks (RAP) Staff to prepare and file a Notice of Exemption (NOE) within 5 working days of approval; and,
6. Authorize the Chief Financial Officer to issue a check to the Los Angeles, County Clerk in the amount of \$75.00 for the fee to file the NOE.

## BOARD REPORT

PG. 2 NO. 16-192

### SUMMARY

The LADWP North Hollywood Water Recycling Project (Project) will extend a 16-inch recycled water main from the intersection of Clybourn Avenue and Camarillo Street to North Hollywood Park (Park), located at 11430 Chandler Boulevard, North Hollywood, California 91601, to deliver recycled water to the park for the irrigation system. During the Project's design phase, LADWP found that not enough space is available within the public right of way to install the 8 foot by 8 foot vaults that house the recycled water meters. LADWP determined that it will be necessary to install the recycled water meters in the park, and is therefore seeking service easements to install, repair and service the recycled water meters.

The cost benefit of switching from potable water (drinking water) to recycled water is an approximately 74% reduction per Hundred Cubic Foot (HCF), with the rate per unit of potable water being \$5.552/HCF and the rate per unit of recycled water being \$1.434/HCF. In addition to the cost benefit, watering restrictions do not apply to the use of recycled water. The Park is currently under watering restrictions, as it irrigates with potable water. Using recycled water will allow RAP the flexibility to provide the necessary amount of watering to trees and landscaping at the Park. Further, by converting to recycled water to irrigate the Park, RAP will move closer to its goal of reducing the use of potable water and maximizing the number of the City's large parks, lakes, and golf courses that are converted to recycled water.

As part of the Project, LADWP proposes the installation of the recycled water meters on an 8 foot by 8 foot service easement at each of the following locations in the Park (Exhibit B and Exhibit C):

- 1) 11406 Magnolia Boulevard, 340 feet west of Tujunga Avenue centerline on the south side of Magnolia Boulevard; and,
- 2) 11441 Magnolia Boulevard, 600 feet west of Tujunga Avenue centerline on the north side of Magnolia Boulevard.

Granting the service easements will allow LADWP to move forward with the associated Project work, to install the recycled water meters to deliver recycled water to the Park, and to perform any future work on the recycled water meters that may be necessary, should the meters need to be repaired or serviced.

### TREES AND SHADE

No trees and shade will be added or removed.

## BOARD REPORT

PG. 3 NO 16-192

### ENVIRONMENTAL IMPACT STATEMENT

Approval of the proposed Service Easement Agreement would grant service easements to allow the extension of a water utility including additions to underground appurtenances necessary to deliver recycled water to the park. Therefore, the Project is categorically exempt from CEQA pursuant to Article III, Section 1, Class 3(5, 8) and Class 5(30) of the City CEQA Guidelines. A Notice of Exemption will be filed with the Los Angeles County Clerk.

### FISCAL IMPACT STATEMENT

There is no impact to RAP's General Fund associated with this action. LADWP will be responsible for all costs associated with the installation, repair and servicing of the recycled water meters.

This Report was prepared by Ian Kim, Management Analyst II, Planning, Construction and Maintenance Branch.

### LIST OF EXHIBITS

- 1) Exhibit A – Proposed Service Easement Agreement
- 2) Exhibit B – Aerial View of Proposed Recycled Water Meter Locations and Design Plans
- 3) Exhibit C – Location Photographs of Proposed Recycled Water Meters



Exhibit A

**DEPARTMENT OF WATER AND POWER**  
**City of Los Angeles**  
Water Distribution Business Unit  
Distribution Engineering Business Group

Date: August 24, 2016

To: Los Angeles Department of Recreation and Parks

Via E-Mail:

Dear Mr. Cid Macaraeg,

**Subject:** Service Easement Agreement

**Property Address:** 11430 west Chandler Boulevard, North Hollywood, CA 91601

**Water Service Number:** 4" Irrigation Services (616847 and 616848)

The Los Angeles Department of Water and Power (Department) has determined that the water service(s) requested for the above property address requires installation inside the customer's property. The possible locations for the installation within the street and sidewalk area are not feasible due to restricted area on the sidewalk fronting the property. The requested services must therefore be installed in 8' X 8' service easements inside the customer's property.

Installation of water service(s) inside a private property requires a Service Easement Agreement to be signed by the owner of the said property. Attached please find a Service Easement Agreement Form. Please read the agreement carefully and fill in the top line of the form and have the owner(s) sign the form. The signature(s) of the owner(s) must be notarized by a notary public. You may make a duplicate copy of the agreement for your file.

Please send the original copy of the completed Service Easement Agreement Form to the following address:

**Department of Water and Power**  
**111 N. Hope St, Room 1425**  
**Los Angeles, CA 90012**

**Attention:** Michael Downs

The Department will only process your installation request as soon as we receive the completed Service Easement Agreement Form. If you have any questions or need additional information, please call me at (213) 367-1235.

Michael Downs  
Engineer of East Valley District

Exhibit A

**Department of Water and Power  
City of Los Angeles  
Water Distribution Business Unit  
Distribution Engineering Business Group**

**Service Easement Agreement**

I (WE), \_\_\_\_\_, of the Los Angeles Department of Recreation and Parks, as authorized by the Board of Recreation and Park Commissioners (under Report No. \_\_\_\_\_), who has jurisdiction and control of the property described herein, grant to the City of Los Angeles, Department of Water and Power (Department), 8' X 8' service easements at the locations described below to construct, operate and maintain Water Services Facilities and the right of access to the facilities upon the real property situated in the County of Los Angeles, State of California, as follows:

- (1) 11406 Magnolia Blvd - 340 feet west of Tujunga Avenue centerline on south side of Magnolia Boulevard; and
- (2) 11441 Magnolia Blvd - 600 feet west of Tujunga Avenue centerline on north side of Magnolia Boulevard

Known as: North Hollywood Park, located at 11430 West Chandler Boulevard,  
North Hollywood, CA 91601, IN THE CITY OF LOS ANGELES

RESERVING to the grantor the right to use said land in any way that will not interfere with the full and complete exercise and use of the rights herein granted. Should any modifications to the facilities be required to accommodate the use of the property by grantor, such modifications will be at the sole cost and expense of the grantor.

IT IS UNDERSTOOD that said Department shall use ordinary care in the performance of any work done in the exercise of said service easements.

\_\_\_\_\_  
Owner Date

\_\_\_\_\_  
Owner Date

\_\_\_\_\_  
Notary

**Date:** August 24, 2016  
**Service No.:** 4" Irrigation Services (616847 and 616848)  
**WSM:** 172-171

Exhibit B

North Hollywood Park - Proposed Recycled Water Meter Locations  
(Aerial View)

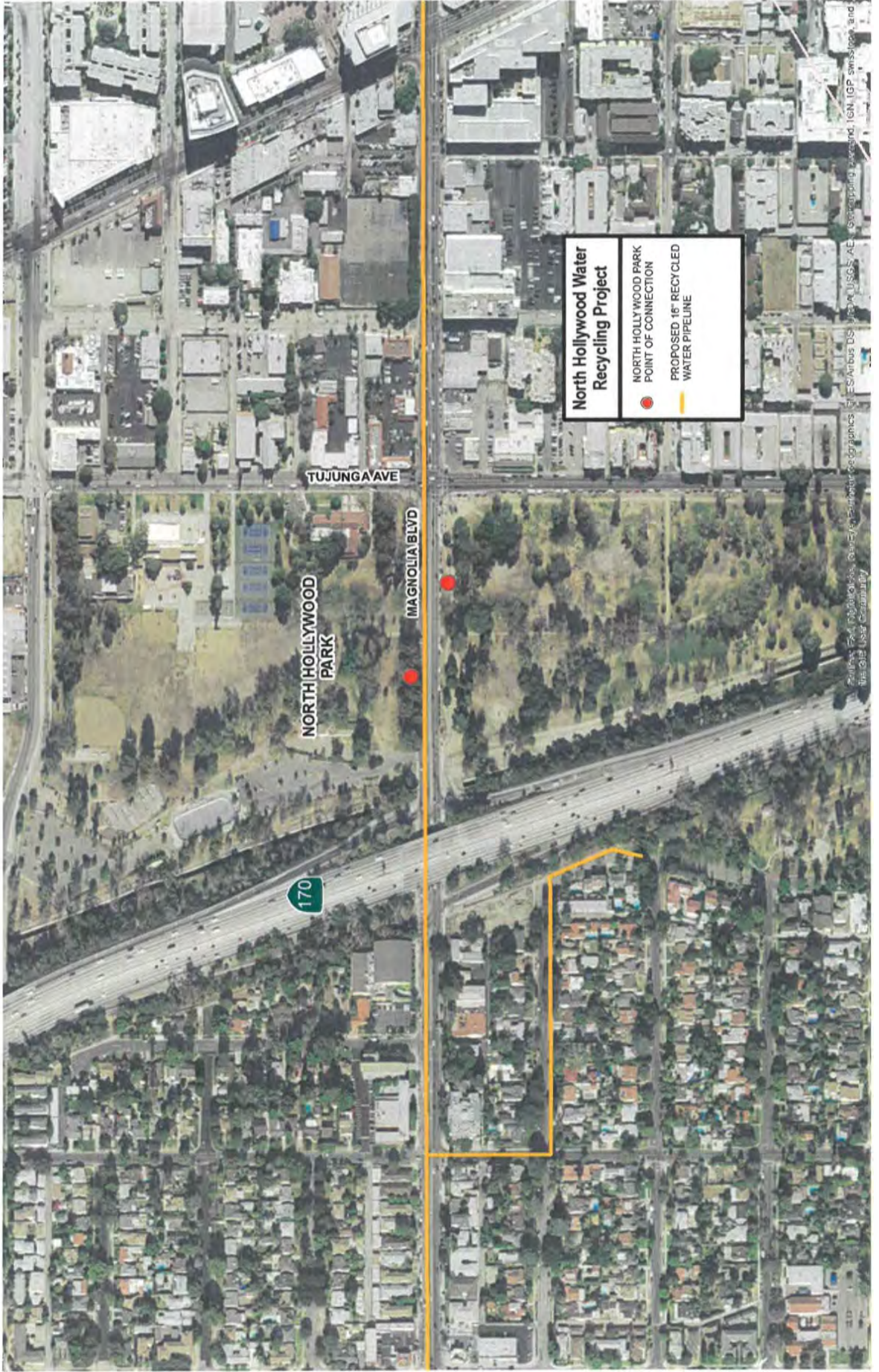
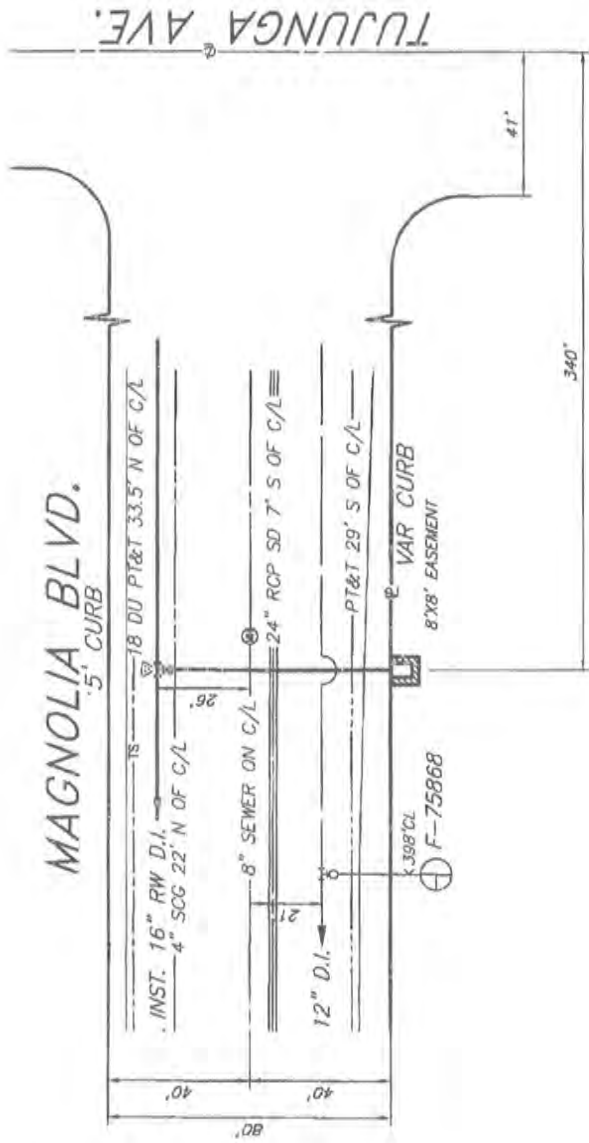


Exhibit B

**VRC08**  
 INSTALL 4" IRRIGATION SERVICE  
 66' - 4" X 29" D.I. R.G. C.L. PIPE AWWA  
 MATERIAL CODE xx-xx-xxx  
 ASSEMBLY NUMBER D6-6-C  
 1 - 4' X 6' X 4' PLASTIC VAULT



**NOTES:**  
 - USE 3/4 SACK PER CUBIC YARD SAND-SLURRY BACKFILL.  
 - INSTALL 8 MI. CLEAR POLYETHYLENE WRAP ON ALL D.I. & C.I. PIPE & FITTINGS.

CITY OF LOS ANGELES DEPARTMENT OF WATER AND POWER WATER DIVISION WATER DISTRIBUTION BUSINESS UNIT JOE CASTRUITTA - DIRECTOR DISTRICT: EAST VALLEY      PHONE:	
PERMIT APPL: XXX WORK ORDER: XXXX TRACT NO.: XXX SERVICE NO.: XXX SERVICE NO.: XXX GATE SECTIONS: 170-183 THOMAS GUIDE: 562-J2 W.S.M.: 172-171	
SUBS: <input checked="" type="checkbox"/> S.D. <input checked="" type="checkbox"/> S.S. <input type="checkbox"/> GAS <input type="checkbox"/> TEL. <input checked="" type="checkbox"/> PWL <input checked="" type="checkbox"/> T.V. <input checked="" type="checkbox"/> WTR.	
BACKFILL: <input type="checkbox"/> SAND <input type="checkbox"/> NATIVE <input checked="" type="checkbox"/> SLURRY	
MAX. STATIC PRESSURE (PSI) 125# CORROSION INDEX SEVERE	
DRAWING COMPLETED DATE: 5-4-15 DESIGNED: RR/JM APPROVED:	
JOB COMPLETED DATE:                 SUPV:                 SUFF:	
XXXX MAGNOLIA BLVD.	

NOTE: ALL VALVES ARE TO BE TAGGED UPON INSTALLATION

UOP35

SHEET 1 OF 1



Exhibit C

North Hollywood Park - Proposed Recycled Water Meter Location  
(south side of Magnolia Blvd)



Exhibit C

North Hollywood Park - Proposed Recycled Water Meter Location  
(north side of Magnolia Blvd)



**BOARD REPORT**

NO. 16-193

DATE September 09, 2016

C.D. 12

**BOARD OF RECREATION AND PARK COMMISSIONERS**

SUBJECT: ORCUTT RANCH HORTICULTURAL CENTER AND COMMUNITY GARDEN – BLUE STAR MEMORIAL PLAQUE; EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), PURSUANT TO ARTICLE VLL, SECTION 1, CLASS 11 (1) OF THE CITY CEQA GUIDELINES

AP Diaz	_____	V. Israel	_____
*R. Barajas	<u>CSD</u>	K. Regan	_____
H. Fujita	_____	N. Williams	_____

  
 \_\_\_\_\_  
 General Manager

Approved \_\_\_\_\_ Disapproved \_\_\_\_\_ Withdrawn \_\_\_\_\_

---

RECOMMENDATIONS

1. Grant approval for the wording, placement, and installation of a plaque at Orcutt Ranch Horticultural Center and Community Garden, as described in the Summary of this Report;
2. Find the project is exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to Article VLL, Section 1, Class 11 (1) of the City CEQA guidelines;
3. Direct Staff to file the Notice of Exemption (NOE) within five working days of approval;
4. Direct the Chief Financial Officer to authorize a check to the Los Angeles County Clerk in the amount of \$75 for filing the NOE; and
5. Authorize the Department of Recreation and Parks (RAP) to issue the appropriate Right of Entry Permit.

## BOARD REPORT

PG. 2 NO. 16-193

### SUMMARY

Orcutt Ranch Horticultural Center and Community Garden is a 24.10 acre facility (Facility) located at 23600 West Roscoe Boulevard within the West Hills community. This facility consists of the historic Orcutt residence and surrounding grounds which include an orchard, gazebo, guest house and community garden plots. The Facility can be rented for special events such as weddings. This proposal from the West Valley Garden Club (WVGC) is for the installation of a Blue Star Memorial By-Way Marker plaque within the orchard portion of the property.

WVGC has a long association with Orcutt Ranch. The Garden Club, which has been holding regular monthly meetings at the Facility for over 49 years, currently volunteers to prune over 500 rose bushes annually, and also participates in annual Arbor Day celebrations. WVGC is a part of the National Garden Club and California Garden Clubs, Inc. The National Garden Club, California Garden Clubs, Inc. and WVGC promote gardening, floral design, civic beautification, and environmental responsibility.

WVGC is proposing to install a Blue Star Memorial By-Way Marker plaque on an existing boulder adjacent to a walking path through the orchard. The Blue Star Memorial Program is a national program which honors members, past, present, and future, of all branches of the United States Armed Services. This Program was adopted by the National Garden Club in 1945. Memorial Markers have been installed nationwide at locations such as National cemeteries, parks, veterans' facilities, and gardens. WVGC finds the gardens at Orcutt Ranch to be an appropriate location for the installation of a Memorial Marker as Mr. William Orcutt served in the National Guard from 1895 to 1897. He was a Reserved Engineer during World War I, and served on the local draft board from 1940 until his death in 1942.

Members of WVGC have worked with RAP staff to identify a location for plaque placement that will enhance the existing atmosphere of the Facility. The plaque would be installed on a boulder for a rustic appearance, placing the boulder near an existing bench that is adjacent to the walking path and is accessible pursuant to Americans with Disabilities Act (ADA) standards. The plaque is intended as a beautification project that will offer a memorial to members of the United States Armed Services. Additional project information including sample plaque text, map of the site, and proposed boulder are attached hereto as Exhibit A.

WVGC has presented this project proposal at its own public meetings and to the West Hills Neighborhood Council at a joint meeting of the Beautification Committee and the full Neighborhood Council on June 28, 2016. The Neighborhood Council expressed support for the project.

This project was presented to the Facility Repair and Maintenance Commission Task Force at their regularly scheduled meeting on July 13, 2016, at which time the Task Force recommended that the Project be forwarded to the full Board for review.

## BOARD REPORT

PG. 3 NO. 16-193

### ENVIRONMENTAL IMPACT STATEMENT

RAP staff has determined that the subject project is exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to Article VLL, Section 1, Class 11 (1) of the City CEQA guidelines, which provides for the placement of signs on park property as accessory structures to recreational facilities.

Council District 12 and RAP staff support this project at Orcutt Ranch.

### FISCAL IMPACT STATEMENT:

There should be minimal fiscal impact as the cost of plaque manufacture has been paid for by the WVGC which has also committed to plaque maintenance for a minimum of ten (10) years. Minor costs to RAP will be for the installation of the plaque by in-house construction forces.

This Report was prepared by Melinda Gejer, City Planning Associate, Planning, Construction, and Maintenance Branch.

### LIST OF ATTACHMENTS

1) Exhibit A – Site Map, Proposed Boulder, and Sample Plaque Text





## The Blue Star Memorial Program

*Adopted in  
1945 by  
National  
Garden  
Clubs, Inc.*

*Honoring those  
who have  
served, those  
presently  
serving and  
those who will  
serve in the  
Armed Forces  
of the United  
States of  
America.*



# ORCUTT RANCH HORTICULTURE CENTER

Roscoe Boulevard

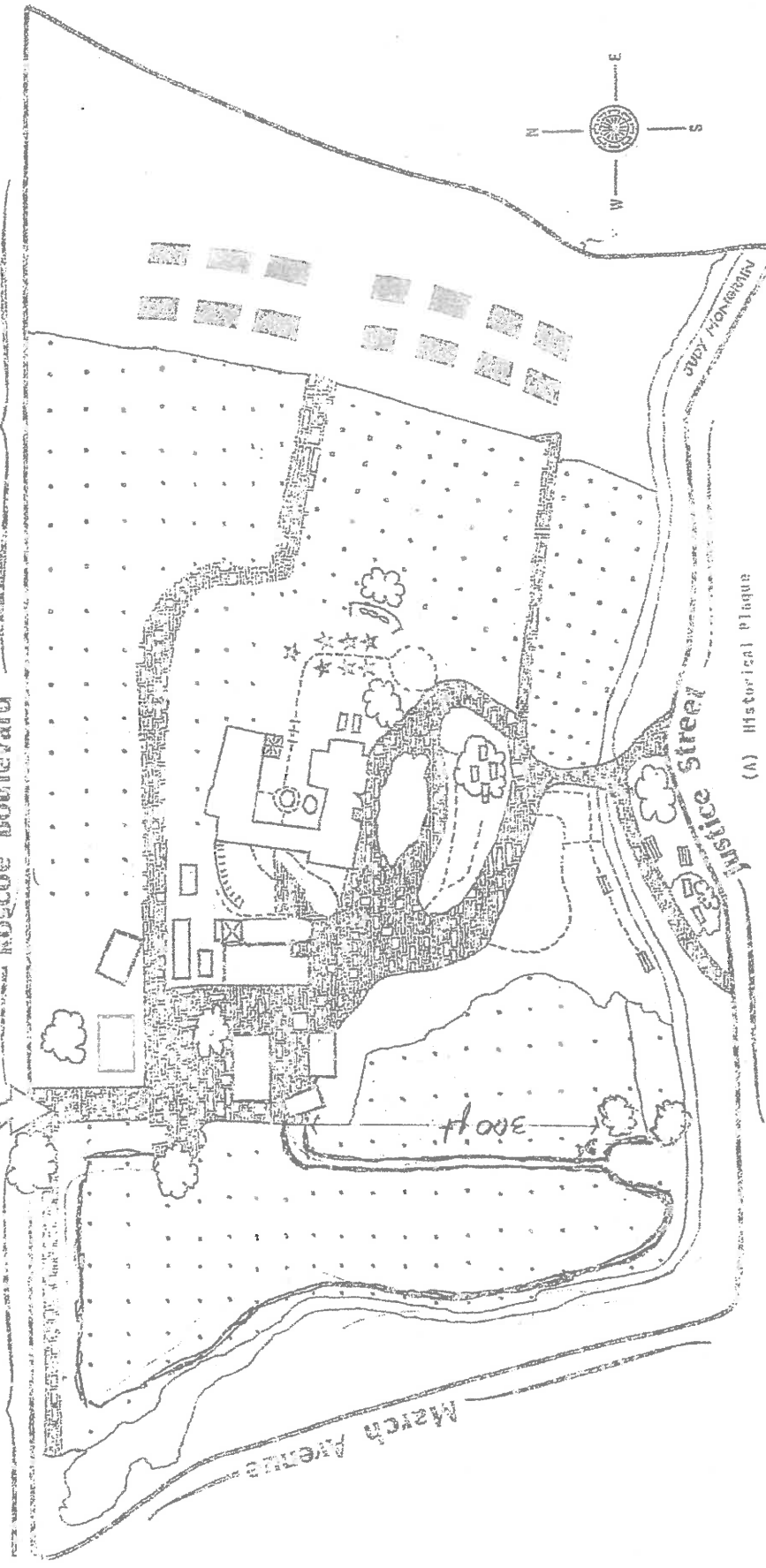
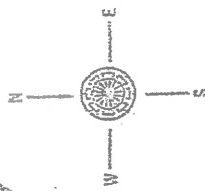
ENTRANCE

March Avenue

Flower

Justice Street

ADY MOUNTAIN



(A) Historical Plaque

(B) Native Plant

- Dayton Creek
- Orchard
- Picnic Area
- Road
- Boulder
- Walkway
- Men's Room
- Ladies Room
- Mansion
- Rec. & Park Buildings
- Rose Garden
- Gardening Class Plots
- Oak Trees



Proposed site at  
the end of the path



30" H      82" circumference



BLUE STAR  
MEMORIAL BY-WAY

A tribute to the  
Armed Forces of America

West Valley Garden Club  
2016

NATIONAL GARDEN CLUBS, INC.

2015

**BOARD REPORT**

**NO.** 16-194

**DATE:** September 09, 2016

**C.D.** 4

**BOARD OF RECREATION AND PARK COMMISSIONERS**

**SUBJECT:** GRIFFITH OBSERVATORY COIN-OPERATED TELESCOPE CONCESSION – EXERCISE AGREEMENT RENEWAL OPTION

A.P. Diaz	_____	*V. Israel	_____
R. Barajas	_____	K. Regan	_____
H. Fujita	_____	N. Williams	_____

  
 \_\_\_\_\_  
 General Manager

Approved \_\_\_\_\_ Disapproved \_\_\_\_\_ Withdrawn \_\_\_\_\_

**RECOMMENDATIONS**

1. Approve a five-year renewal option as provided in the Agreement, Concession Contract No. 252, between the City of Los Angeles and Fare Share Enterprises for the operation and maintenance of the Griffith Observatory Coin-Operated Telescope Concession;
2. Find, in accordance with Charter Section 1022, that it is necessary, feasible and economical to secure these services by contract as the Department of Recreation and Parks (RAP) lacks sufficient and necessary personnel to undertake these specialized professional services;
3. Authorize the General Manager or Designee to exercise the renewal option; and,
4. Authorize the General Manager or Designee to make any necessary technical changes to implement the Board's intentions.

**SUMMARY**

Griffith Observatory opened in 1935 and is an icon of Los Angeles, a national leader in public astronomy, and one of Southern California's most popular attractions. In January 2002, the Observatory closed for comprehensive renovation and expansion. The renewed building reopened to the public in November 2006, and has operated continuously for the public. Attendance in 2015 into this free-admission facility was 1,337,608 guests. Additional guests visit the grounds of Griffith Observatory to experience the spectacular views overlooking the City and for a clear, elevated view of the Hollywood Sign.

For the reopening of Griffith Observatory, a Coin-Operated Telescope concession was developed through a RAP Request for Proposals (Attachment 1 - Board Report 05-277) and Agreement No. 252 was executed (Attachment 2 - Board Report 06-218) with Fare Share Enterprises (Fare Share) for a term of ten years, expiring December 7, 2016, with one renewal term of five years at

## BOARD REPORT

PG. 2 NO. 16-194

the sole discretion of the City acting by and through its Board of Recreation and Park Commissioners. The concession responsibilities included purchase, installation, and maintenance of fifteen (15) coin-operated telescope instruments, at least four are compliant with American with Disabilities Act (ADA) standards – all at Fare Share’s expense. The fee to use the telescopes is Fifty Cents (\$0.50) for approximately one minute of viewing, and the price has not changed since inception of the Agreement providing visitors a great value. Revenue share received by the City is sixty percent (60%) of gross receipts and is trending upward:

April thru Dec only 2007	2008	2009	2010	2011	2012	2013	2014	2015	Jan thru July only 2016	Total
<b>GROSS</b>										
\$ 23,022.55	\$ 41,936.87	\$ 39,980.66	\$ 46,652.33	\$ 43,755.57	\$ 44,194.32	\$ 50,395.06	\$ 50,357.98	\$ 54,721.51	\$ 36,395.01	<b>\$ 431,411.86</b>
<b>REVENUE SHARE</b>										
\$ 13,813.53	\$ 25,162.12	\$ 23,988.40	\$ 27,991.40	\$ 26,253.34	\$ 26,516.59	\$ 30,237.04	\$ 30,214.79	\$ 32,832.91	\$ 21,837.01	<b>\$ 258,847.13</b>

Fare Share is found to be in full compliance of the Agreement including payment of Revenue Share and Occupancy Tax; maintaining a Three Thousand, Five Hundred Dollar (\$3,500.00) Performance Deposit; maintaining required Insurance; and submission of annual Profit and Loss Statements.

Maintenance and customer support is also excellent. Telescope maintenance, repair and graffiti removal is timely. Fare Share also provides Observatory Staff with money for refunds to patrons who complete a form detailing how they used the telescope. The customer feedback is then provided to Fare Share for review and any necessary action. Observatory Staff believe the reason a telescope fails to operate is user error approximately ninety percent (90%) of the time.

RAP staff recommends that the Board approve the five-year option to renew the Agreement, extending the expiration date to December 7, 2021. Approximately one year prior to expiration, RAP staff will reassess the concession and report on the recommendation to release a new Request for Proposals.

### FISCAL IMPACT STATEMENT

Trends indicate RAP will receive a shared revenue of at least Thirty Thousand Dollars (\$30,000.00) for the first year of continued operation.

This report was prepared by Stanley Woo, Management Analyst II, Partnership and Revenue Branch, Concessions Unit.

### LIST OF ATTACHMENTS

- 1) Board Report No. 05-277
- 2) Board Report No. 06-218

APPROVED

OCT 19 2005

REPORT OF GENERAL MANAGER

NO. 05-277

DATE October 19, 2005

BOARD OF RECREATION  
AND PARK COMMISSIONERS

CD 4

BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: GRIFFITH OBSERVATORY - REQUEST FOR PROPOSALS FOR THE COIN-OPERATED TELESCOPES CONCESSION

J. Combs \_\_\_\_\_  
H. Fujita \_\_\_\_\_  
S. Huntley \_\_\_\_\_  
R. Jensen \_\_\_\_\_

J. Kolb \_\_\_\_\_  
\*F. Mok [Signature]  
K. Regan \_\_\_\_\_  
M. Shull \_\_\_\_\_

Robert H Jensen (R)  
General Manager

Approved As Amended

Disapproved \_\_\_\_\_

Withdrawn \_\_\_\_\_

RECOMMENDATION:

That the Board:

1. Approve the Griffith Observatory Coin-Operated Telescopes Concession Request for Proposals (RFP) for a ten-year concession Agreement, with one five-year renewal option exercisable at the City's sole discretion, substantially in the form on file in the Board Office, subject to review and approval of the City Attorney as to form;
2. Direct the Board Secretary to transmit the RFP to the City Attorney for review and approval as to form; and,
3. Direct staff, subsequent to City Attorney review and approval as to form, to advertise the RFP and conduct the RFP evaluation for the subject Concession.

SUMMARY:

The Griffith Observatory is undergoing a major multi-year renovation and expansion project, and is expected to reopen in mid-2006. The project includes a modern café as well as a bookstore/gift shop, each subcontracted to companies that have been awarded concession agreements as a result of recent RFPs, and are expected to begin operations in time for the Observatory's re-opening.

To complement the concession activity at the Observatory, the Department wishes to re-establish a coin-operated telescope concession that existed before the renovation and enjoyed moderate success. The Department will seek to establish a new Agreement with an operator who will install all-new equipment. A number of locations around the Observatory grounds and on the Observatory itself have been identified as potential locations for these telescopes. These sites have been selected for

## REPORT OF GENERAL MANAGER

PG. 2

NO. 05-277

the spectacular views they provide. The RFP will recommend that proposers locate and install their telescopes in the indicated locations, although alternative suggestions are welcome but will not automatically be granted. At least 20% of the telescopes will be required to be ADA-compliant.

The RFP seeks to select a qualified, experienced, financially sound operator that will meet or exceed the City's and the Observatory visitor's expectations in all operational, financial and service areas, and to optimize profitability. Observatory management will support this activity as deemed appropriate by both parties.

Significant Proposal and Contractual Provisions

1. **Standard Conditions:** All provisions of the Department's Standard Conditions and Regulations for the Operation of Concessions (Revised November 2003) will be applicable to this Agreement.
2. **Term:** Ten (10) years, with one five-year renewal option, at the sole discretion of the City.
3. **Rental Terms:** The starting rental percentage to be paid must be at least forty-five percent (45%) of gross receipts.
4. **Capital Investment:** The operator will be required to install any structural amenities, such as concrete slabs on which to mount the telescopes, necessary to implement the concession. The telescopes will be considered equipment and remain the concessionaire's property.
5. **Utilities:** It is not expected that this concession operation will use any utilities, nor will any be available for this concession.
6. **Contract and Financial Terms:** As typical with our concessions, the City will enter into an Agreement whereby the City has no financial responsibility or liability for the operation and the City will share in profits in the form of a percentage of gross revenue.
7. **Faithful Performance Deposit:** A Faithful Performance Deposit will be required to be maintained for the duration of the Agreement in the amount of Three Thousand Five Hundred Dollars (\$3,500).

Evaluation Process

Department Staff will conduct a preliminary evaluation of all proposals to determine completeness and submission of all compliance documents, and evaluate each firm's financial ability to fund the required capital investment for this project. Responsive proposals will be evaluated by staff according to the criteria below. The Department reserves the right to request additional information

## REPORT OF GENERAL MANAGER

PG. 3

NO. 05-277

to clarify proposals.

RFP Evaluation Criteria:

- Qualifications and experience of proposer applicable to the coin-operated telescopes industry
- Proven performance and quality of current comparable operations
- Vision for Concession, including business plan and marketing
- Capital Investment; in terms of appropriateness, reflection of entrepreneurship, monetary value
- Reasonable, viable financial return to the City in the form of proposed rental terms and capital investment
- Financial viability to operate all aspects of the concession as proposed, as supported by the proposer's pro forma, financial statements, and other financial information

The main RFP documents will be available on the Department's website. The anticipated time of completion for the RFP process and award of the Agreement is approximately four to six months. Staff recommends the processing of this RFP at this time in order to execute an Agreement with a suitable operator in time for the reopening in 2006.

The Department's Environmental Management staff has determined that the subject project will consist of the award of a concession Agreement for the operation of coin-operated machines, and minor alterations of an existing public facility involving negligible or no expansion of use. Therefore, the project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Article III, Section 1, Class 1 (1, 14) of the City CEQA Guidelines.

FINANCIAL IMPACT STATEMENT:

A similar concession operated at the Observatory before the closure for the renovation in 2002, generating approximately \$30,000 in gross receipts in the last year of operation. This RFP requires a minimum starting rental payment of forty-five percent (45%) of the total gross receipts from this concession. In a given year, assuming annual gross revenue to be \$30,000, the new Agreement would yield ~~\$12,500~~ <sup>\$13,500</sup> to the Department's Concession Improvement Account and \$12,150 to the Department's General Fund; however, considering the extent of the renovation, the nature of the Observatory as a popular Los Angeles landmark, and the resulting expected increase in attendance, revenue to the General Fund is likely to be higher.

Report prepared by Jaime Guzmán and Anthony Sanchez, Administrative Resources Division.

**APPROVED**  
AUG 09 2006

REPORT OF GENERAL MANAGER

NO. 06-218

DATE August 9, 2006

BOARD OF RECREATION  
and PARK COMMISSIONERS

C.D. 4

BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: GRIFFITH OBSERVATORY - AWARD OF 10-YEAR CONCESSION  
AGREEMENT FOR THE COIN-OPERATED TELESCOPES CONCESSION

J. Combs \_\_\_\_\_  
H. Fujita \_\_\_\_\_  
S. Huntley \_\_\_\_\_  
B. Jensen \_\_\_\_\_

J. Kolb \_\_\_\_\_  
\*F. Mok \_\_\_\_\_  
K. Regan \_\_\_\_\_  
M. Shull \_\_\_\_\_

*RA*

*Robert H. Jensen (ra)*  
General Manager

Approved *as amended* Disapproved \_\_\_\_\_ Withdrawn \_\_\_\_\_

RECOMMENDATION:

That the Board:

1. Award the Coin-Operated Telescopes Concession Agreement at Griffith Observatory to Fare Share Enterprises;
2. Approve a 10-year concession agreement with a five-year renewal option at the sole discretion of the City, substantially in the form as on file in the Board Office subject to approval of the Mayor, in accordance with Executive Directive No. 3, and approval of the City Council, and approval of the City Attorney as to form;
3. Direct the Board Secretary to transmit forthwith the proposed agreement to the Mayor and City Attorney for expedited handling; and,
4. Authorize the Board President and Secretary to execute the subject agreement upon receipt of necessary approvals.

SUMMARY:

On October 19, 2005, the Board approved the release of a Request for Proposals (RFP) for a ten-year Agreement with one five-year renewal option, exercisable at the City's sole discretion, for the operation of a Coin-Operated Telescopes Concession at the Griffith Observatory (Board Report No. 05-277). The telescopes are to be installed and ready for operation concurrently with the re-opening of the Observatory later this year. The RFP was released on November 28, 2005;



## REPORT OF GENERAL MANAGER

PG. 2

NO. 06-218

four proposals were received on January 10, 2006, from the following companies:

- Carden Coin Telescopes (Carden)
- Fare Share Enterprises (Fare Share)
- See Scopes
- The Tower Optical Company, Inc. (Tower Optical)

All proposals were determined to be responsive; all required compliance documents were submitted. To fully evaluate all proposals, staff ranked the proposals according to the criteria stated in the RFP, visited locations currently operated by each proposer, and evaluated working demonstration samples received from each proposer. Listed below are the evaluation criteria:

- Qualifications and experience of proposer applicable to the coin-operated telescope industry;
- Proven performance and quality of current comparable operations;
- Vision for concession, including business and marketing plans;
- Capital improvements (i.e., appropriateness, reflection of entrepreneurship, monetary value);
- Reasonable, viable financial return to the City in the form of proposed rental terms and capital investment.
- Financial viability to operate all aspects of the concession, as proposed, as supported by the proposer's pro forma, financial statements, and other financial information.

The following is a summary of Staff's recommendation comments under each of the six evaluation criteria.

Qualifications and Experience of Proposer

All four proposers are well established companies who currently operate at a variety of locations around the country. East Coast-based Fare Share Enterprises was created by David Lockrow and Rod Mackenzie (founder of Hi Spy Viewing, which began producing viewing equipment in 1992 based on a Scandinavian design); Lockrow and Mackenzie created Fare Share to meet the demands of the U.S. market. Family-owned and operated Carden Coin Telescopes, established in 1946, both manufactures and sells coin-operated telescopes; they operated the coin-operated telescopes at the Griffith Observatory from 1972 until its closure for renovation in 2002. See Scopes has seen steady growth since its start over twenty years ago; all of See Scopes' equipment is manufactured by See Coast Manufacturing Company in Alabama. Founded in 1933, family-owned Tower Optical Company, Inc., develops, manufactures, and distributes binocular viewing instruments. Tower Optical did not offer telescopes and thus was unable to meet the requirements of the RFP. They were not evaluated further in this RFP process.

Fare Share and See Scopes both offer greater diversity with both telescopes and binoculars; however during evaluation, Observatory Staff ultimately indicated that the preferred installation was exclusively telescopes. Fare Share ranks highest in this category since they manufacture their own equipment and have a track record of notable recent growth. Moreover, while Fare Share is a relatively young company, they have quickly established themselves as an industry

## REPORT OF GENERAL MANAGER

PG. 3

NO. 06-218

leader, with installations such as Top of the Rock at Rockefeller Center in New York, Prudential Tower, Canadian National (CN) Tower, and nearby Universal Studios Hollywood, demonstrating a level of energy and enthusiasm appropriate for the standard of excellence expected at the Griffith Observatory. Therefore, proposers are ranked in the following order based on their expertise, knowledge, and success in the viewing instrument industry, and their ability to meet the needs of the Observatory: (1) Fare Share, (2) Carden, and (3) See Scopes.

Proven Performance and Quality of Comparable Operations

*2nd other  
? prominent  
locations*

Fare Share's instruments are found throughout the United States and Canada, and include installations at Universal Studios in Universal City, California; Harbortown Lighthouse in Hilton Head, South Carolina; Top of the Rock at Rockefeller Center ~~and the Empire State Building~~ in New York; Prudential Tower in Boston; and CN Tower in Ontario, Canada. A reference check with the management of a current location revealed Fare Share's impressive reputation for excellent service as a responsive concession operator at that location. When the Griffith Observatory reopens in the fall of this year, public demand to see the "new" Observatory will exceed building capacity. In evaluating the quality of the comparable locations provided by the proposers, Fare Share's locations were considered points of interest or landmarks of similar prestige and annual attendance. Based on the prestige of the locations of its current operations, Fare Share Enterprises was ranked highest.

Current Carden installations include Hermosa Beach Pier, Huntington Beach Pier, and San Clemente Pier—all within Southern California. Although Carden is the Observatory's former coin-operated telescope concessionaire, its current locations are less comparable in terms of traffic and environment to the Observatory than Fare Share's current locations. See Scopes' installations are located in San Pedro and the Venice Beach Pier, operated through a concession agreement with the Department, as well as, additional locations in Southern California and Hawaii.

Vision for Concession

Proposers were requested to provide a description of their proposed equipment, accommodations for disabled patrons, plans for marketing and advertising, and specific plan to maintain and/or upgrade equipment as needed throughout the life of the concession agreement.

Fare Share was ranked highest due in part to their proposed installation of new equipment at Griffith Observatory. In keeping with the standard of excellence, Staff felt the installation of new equipment was most preferable. Fare Share manufactures and operates various models to provide consumers with choices: 10-power binocular, 20-power binocular, and a 35-power telescope, using nitrogen-sealed, certified waterproof optics to prevent leaking and fogging; ADA-compliant instruments will be provided. Coins are collected in a tube below the viewer head, rather than in the viewer head. This prevents customers from having to move and maneuver an instrument full of coins. Additionally, Staff feels the collection of coins in a tube

## REPORT OF GENERAL MANAGER

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below the viewer head is more secure against vandalism than coin-collection in the viewer head. Fare Share employs a local technician to service the equipment weekly and ensure the viewing machines are operational, clean, and attractive to the public. The current technician has serviced Universal Studios for the past six years.

See Scopes was ranked second and proposed equipment includes both telescopes and auto-focusing binoculars manufactured by See Coast Manufacturing Company, Inc. A disadvantage to the See Scopes' instruments is coins are collected within the viewer head. Each instrument will be tested weekly, and regular visits to site are planned for weekends and holidays to solicit feedback from patrons regarding equipment and equipment placement. This information will be used to make decisions about moving or changing existing equipment or adding additional instruments. The normal refurbishment cycle is three to five years.

Carden was ranked third and did not propose the installation of new equipment at Griffith Observatory. Stands and telescopes to be installed are currently in Carden's warehouse and would be color coated approximately four weeks prior to installation. Bi-monthly maintenance includes cleaning and ensuring all units are in perfect operating condition. While Carden's proposed equipment and service appeared adequate, Staff feels Fare Share's proposal provided a better match for the Observatory's needs.

#### Capital Improvement

Although no major improvements to the existing facility were required in the RFP, proposers will be required to install the necessary structural amenities (e.g., concrete slabs) to implement the concession. Proposers were ranked based on their proposal's conduciveness to the enhancement of the concession. Fare Share ranked highest in this category for their customizable cast-aluminum standing rings which will enhance the overall appearance of the viewing instruments emplacements. The standing rings will have a customized message (e.g., Griffith Observatory) imprinted on them. Fare Share allocated \$5,000 for any concrete slabs, or other improvements, necessary for installation of viewing instruments.

Carden proposed installing a coin change machine within the interior of the Observatory, and two pedestal signs on the exterior of the Observatory indicating the locations of telescope installations and the coin change machine. The cost for the pedestal signs was approximated at \$5,100. Other proposed capital improvements included concrete rings around the base of the telescope stands and four (4) specially designed ADA-compliant telescope stands. However, a coin machine may detract from the appearance of the Observatory, and therefore, was not deemed an appropriate investment.

See Scopes did not detail exact capital improvements required at this time, but speculated that the only potential capital improvement needed may be small cement pads onto which the viewing instruments are mounted and/or ramps to the viewing instrument for wheelchair accessibility. See Scopes did not assign a dollar value to their proposed installation.

## REPORT OF GENERAL MANAGER

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Proposed Rental Terms and Capital Investment

Fare Share and See Scopes were ranked equally based on the rental percentage proposed; both proposers offered sixty percent (60%) of gross receipts to the City. In terms of Capital Investment, Fare Share offers the highest initial capital investment due to proposed expenditure of \$90,000 for the purchase of all new equipment for this concession. In addition to the substantial capital investment, Fare Share will expend additional capital in Year 3 to upgrade equipment and install bill acceptors on each viewing instrument. Over the ten-year term of this concession agreement, Fare Share estimates it will generate the highest average annual revenue, and in turn, the highest average return to the City. Fare Share was ranked highest based on their proposed projections and investment.

Carden Coin	Fare Share	See Scopes
<u>Projected Revenue / Rent:</u> Years 1 – 10: \$80,000 / \$44,000	<u>Projected Revenue / Rent:</u> Years 1 & 2: \$70,000 / \$42,000 Years 2 – 10: \$125,000 / \$75,000  Revenue estimates are based on 7% of estimated attendance using telescopes (140,000 persons @ \$0.50/use). Revenue increased to \$125,000 based on 6.25% of attendance using telescopes.	<u>Projected Revenue / Rent:</u> Year 1 - \$66,000 / \$39,600 Year 2 - \$59,400 / \$35,640 (10% decrease from Year 1) Year 3 - \$62,370 / \$37,422 Year 4 - \$65,489 / \$39,293 Year 5 - \$68,763 / \$41,258 Year 6 - \$72,201 / \$43,321 Year 7 - \$75,811 / \$45,487 Year 8 - \$79,602 / \$47,761 Year 9 - \$83,582 / \$50,149 Year 10 - \$87,761 / \$52,657 (Years 2 - 10 are escalated by 5% each year.)

Financial Viability

Fare Share, Carden, and See Scopes were equally ranked in this category. Staff felt each proposer equally demonstrated their financial soundness to operate all aspects of the concession as proposed.

Conclusion

The Department received three strong proposals for the operation of this concession. Staff ranked Fare Share Enterprises higher in six of the six evaluation criteria. Although Fare Share is a relatively young company in comparison to the other proposers, they have installed their instruments at the most comparable locations to the Griffith Observatory – Top of the Rock at Rockefeller Center, Prudential Tower, CN Tower, and Universal Studios. This is proof of Fare Share's energy and enthusiasm that will drive them toward the standard of excellence required at the Griffith Observatory.

In addition to evaluating the written proposals, working demonstration samples of the proposed telescope instruments to be installed at Griffith Observatory were requested from Carden, Fare Share and See Scopes. The samples were evaluated by Observatory Staff, including the

## REPORT OF GENERAL MANAGER

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Observatory's Astronomical Observer who is an expert in telescope optics. Staff found the optical quality of the Fare Share instrument to be superior by presenting the user with a bright, pleasing image when compared to instruments from Carden and See Scopes. The modern lines of the instrument are simple enough to fit in with the surroundings at the Observatory, and the mechanics of the instrument are sturdy. Additionally, the limited up-down motion of the instrument prevented the telescope housing from being damaged by constant banging on the mount.

Therefore, after evaluating the written proposals and working demonstration samples, Staff concludes Fare Share Enterprises is the best candidate and recommends them for the award of the operation of this concession.

The agreement with Fare Share is based substantially on the Standard Conditions for Concessions (Revised December 2005) and the provisions of the RFP as discussed above. Key terms are:

- Term is ten years with one five-year renewal option at the sole discretion of the City.
- Telescopes to be placed as directed by Observatory management.
- All telescopes used in this concession will be newly manufactured, and associated installation costs will be paid by the concessionaire.
- At least four telescopes will be ADA accessible.
- Equipment maintenance will occur weekly to ensure telescopes are operational, clean and attractive to the public. At no time will equipment be unavailable to the public for any reason.
- Freestanding telescopes will have a customized standing ring installed.
- Performance bond of \$3,500.00 is required.
- Rental percentage to the City is 60 percent.

FISCAL IMPACT STATEMENT:

Prior to the closure of the Griffith Observatory for renovation and expansion in 2002, the coin-operated telescopes concession generated approximately \$30,000.00 in annual gross revenues. When the Griffith Observatory re-opens to the public in the fall of 2006, Fare Share Enterprises approximates gross revenues in Years 1 and 2 at \$70,000 and Years 3 – 10 at \$125,000. With the proposed sixty percent (60%) of gross receipts as rent, revenue to the Department is estimated at \$684,000 over the ten-year term of the agreement.

Report prepared by Heather Tarumoto, Griffith Observatory, and Anthony Sanchez, Concessions.



**BOARD REPORT**

**NO.** 16-195

**DATE** September 09, 2016

**C.D.** Various

**BOARD OF RECREATION AND PARK COMMISSIONERS**

**SUBJECT:** CLEAN AND SAFE SPACES (CLASS) PARKS YOUTH EMPLOYMENT INTERNSHIP PROGRAM – JUVENILE JUSTICE CRIME PREVENTION ACT AFTER-SCHOOL ENRICHMENT AND SUPERVISION PROGRAM FOR FISCAL YEAR 2016-2017; ACCEPTANCE OF GRANT FUNDS

AP Diaz _____	V. Israel _____
R. Barajas _____	*K. Regan <u>KR</u>
H. Fujita _____	N. Williams _____

  
 \_\_\_\_\_  
 General Manager

Approved \_\_\_\_\_ Disapproved \_\_\_\_\_ Withdrawn \_\_\_\_\_

**RECOMMENDATIONS**

1. Authorize the Department of Recreation and Parks' (RAP) General Manager to accept and receive Juvenile Justice Crime Prevention Act (JJCPA) (formerly known as the Schiff-Cardenas Crime Prevention Act) grant funding in the approximate amount of Five Hundred Four, Four Hundred Thirty Dollars (\$504,430.00) from the Los Angeles County Probation Department (County) to provide youth services through the Clean and Safe Spaces (CLASS) Parks Youth Employment Internship Program (YEIP) during specified hours of peak juvenile criminal occurrences for a 16<sup>th</sup> Fiscal Year (2016-2017) at thirty-six (36) selected recreational facilities, herein included as Attachment 1, subject to the approval of the Mayor and City Council;
2. Direct RAP staff to transmit a copy of the grant award to the Mayor, Office of the City Administrative Officer (CAO), Office of the Chief Legislative Analyst (CLA), and to the City Clerk for Council Committee and City Council approval before accepting and receiving the grant award, pursuant to Los Angeles Administrative Code Section 14.6 et seq. as may be amended;
3. Designate RAP's General Manager, Executive Officer, or Assistant General Manager, as the agent to conduct all negotiations, execute and submit all documents, including, but not limited to, applications, agreements, amendments, and payment requests, which may be necessary for the completion of the Program;
4. Authorize RAP's General Manager to enter into an Agreement, herein included as Attachment 2, with the County of Los Angeles Probation Department for a term of one year, subject to approval of the City Attorney as to form; and,
5. Authorize RAP's Chief Accounting Employee to establish the necessary account and/or to

## BOARD REPORT

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appropriate funding received within "Recreation and Parks Grant" Fund 205 to accept the JJCPA grant funds in the approximate amount of \$504,430.00 for the CLASS Parks YEIP.

### SUMMARY

The Los Angeles County Probation Department (County) awards and administers funding for the State's JJCPA grant funding. Over the past fifteen (15) years RAP has received over \$Seven Million, Five Hundred Thousand Dollars (7,500,000.00) in JJCPA funding to continue programs designed to serve at-risk youth through the CLASS Parks YEIP. This program provides participants with positive activities and alternatives for new learning experiences.

In April 2016, the County recommended funding RAP's CLASS Parks YEIP for Fiscal Year 2016-2017 for the period covering July 1, 2016 through June 30, 2017. These funds will allow staff to continue the Camp Counseling and Leadership Training, Sports Management and Leadership Training, Crime Scene Investigation, and After School Programming. These programs have been approved through various Reports to the Board related to the JJCPA Grant.

### FISCAL IMPACT STATEMENT

This grant is administered by the County on a reimbursement basis to allow RAP the ability to negotiate services in a timely manner. RAP may realize a financial benefit as participants, who successfully complete the Camp Counselor Leadership Training Program, begin to serve as volunteers at various RAP facilities. There is no fiscal impact to RAP's General Fund.

This Report was prepared by Frank Herrera, Principal Recreation Supervisor I, CLASS Parks.

### LIST OF ATTACHMENTS

- 1) CLASS Parks FY 16-17 List of Sites
- 2) CLASS Parks FY 16-17 Memorandum of Understanding



## CLASS PARKS FY 2016-2017 - CLASS PARKS SITES

	Facility	Address	Telephone	Region	District	Supervisor	CD	SNL
1	109th Street Recreation Center	1464 E. 109th St., Los Angeles, CA 90059	323-566-4561	Pacific	Harbor	Deanne Dedman	15	No
2	Algin Sutton Recreation Center	8800 S. Hoover St., Los Angeles, CA 90044	323-753-5808	Pacific	South	Leslie Perez	8	Yes
3	Central Recreation Center	1357 East 22nd St., Los Angeles, CA 90011	213-485-4435	Pacific	South	Leslie Perez	9	No
4	Costello Recreation Center	3141 E. Olympic Bl., Los Angeles, CA 90023	213-485-9111	Metro	East	Veronica Rodriguez	14	Yes
5	Cypress Recreation Center	2630 Pepper Ave., Los Angeles, CA 90065	213-485-5384	Metro	Griffith	Annamaria Galbraith	1	Yes
6	Delano Recreation Center	15100 Erwin St., Van Nuys, CA 91411	818-756-8529	Valley	East Valley	Robin Smith	6	Yes
7	Denker Recreation Center	1550 W. 35th Pl., Los Angeles, CA 90018	323-733-8367	Pacific	South	Leslie Perez	8	No
8	Elysian Valley Recreation Center	1811 Ripple St., Los Angeles, CA 90039	323-666-5058	Metro	Griffith	Laura Island	13	No
9	Expo Park Center Complex	3990 Bill Robertson Ln, Los Angeles, CA 9003	213-763-0121	EXPO	EXPO	Randy Kelly	8	No
10	Glassell Park Recreation Center	3650 Verdugo Rd., Los Angeles, CA 90065	323-257-1863	Metro	Griffith	Laura Island	13	Yes
11	Harbor City Recreation Center	24901 Frampton Ave., Harbor City, CA 90710	310-548-7729	Pacific	Harbor	Deanne Dedman	15	No
12	Harzard Park Recreation Center	2230 Norfolk St., Los Angeles, CA 90033	213-485-6839	Metro	East	Veronica Rodriguez	14	No
13	Hubert Humphrey Recreation Center	12560 Filmore St., Pacoima, CA 91331	818-896-6510	Valley	Mid Valley	Robert White	7	Yes
14	Imperial Courts Recreation Center	2250 East 114th St., Los Angeles, CA 90059	323-564-1834	Pacific	Harbor	Deanne Dedman	15	Yes
15	Jackie Tatum / Harvard Recreation Center	1535 W. 62nd St., Los Angeles, CA 90047	323-778-2579	Pacific	Southwest	Kimberly Simonet	8	Yes
16	Jim Gilliam Recreation Center	4000 S. La Brea Ave., Los Angeles, CA 90008	323-291-5928	Pacific	Southwest	Kimberly Simonet	10	Yes
17	Lanark Recreation Center	21816 Lanark St., Canoga Park, CA 91304	818-883-1503	Valley	West Valley	Steve Cline	3	Yes
18	Lincoln Heights Recreation Center	2303 Workman St., Los Angeles, CA 90031	323-225-2838	Metro	North	Kelly Wering	1	No
19	Lincoln Park Recreation Center	3501 Valley Bl., Los Angeles, CA 90031	213-847-1726	Metro	North	Kelly Wering	1	No
20	Martin Luther King Jr. Recreation Center	3916 South Western Ave., Los Angeles, CA 900	213-847-0878	Pacific	South	Leslie Perez	8	Yes
21	Mount Carmel Park Recreation Center	830 W 70th St Los Angeles, CA 90044	323-789-2756	Pacific	South	Leslie Perez	8	Yes
22	Normandale Recreation Center	22400 S. Halldale Ave., Los Angeles, CA 9050	310-328-3689	Pacific	Harbor	Deanne Dedman	15	Yes
23	Oakwood Recreation Center	767 California Ave., Venice, CA 90291	310-452-7479	Valley	Valley Shoreline	Marc Israel	11	No
24	Ramon Garcia Recreation Center	1016 Fresno St., Los Angeles, CA 90023	323-265-4755	Metro	East	Veronica Rodriguez	14	Yes
25	Rancho Cienega Sports Complex	5001 Rodeo Rd., Los Angeles, CA 90016	323-290-3141	Pacific	Southwest	Kimberly Simonet	10	No
26	Ross Snyder Recreation Center	1501 East 41st St., Los Angeles, CA 90011	323-231-3964	Pacific	South	Leslie Perez	9	Yes
27	Seoul International Park (Ardmore)	3250 San Marino St, Los Angeles, CA 90006	213-383-7549	Metro	Central	Annamaria Galbraith	10	No
28	Sepulveda Recreation Center	8801 Kester Ave., Panorama City 91405	818-893-3700	Valley	East Valley	Robin Smith	7	Yes
29	Slauson Recreation Center	5306 S. Compton Ave., Los Angeles, CA 9001	323-233-1174	Pacific	South	Leslie Perez	9	Yes
30	South Park Recreation Center	345 east 51st St., Los Angeles, CA 90011	213-847-6746	Pacific	South	Leslie Perez	9	Yes
31	Sun Valley Recreation Center	8133 Vineland Ave., Sun Valley, CA 91252	818-767-6151	Valley	East Valley	Robin Smith	6	Yes
32	Sylmar Recreation Center	13109 Borden Ave., Sylmar, CA 91352	818-367-5656	Valley	Mid Valley	Robert White	7	No
33	Toberman Recreation Center	1725 Toberman St., Los Angeles, CA 90015	213-485-6896	Metro	Central	Annamaria Galbraith	1	Yes
34	Valley Plaza Recreation Center	12240 Archwood St., N. Hollywood, CA 91605	818-765-5885	Valley	East Valley	Robin Smith	2	Yes
35	Wabash Recreation Center	2765 Wabash Ave., Los Angeles, CA 90033	323-262-6534	Metro	East	Veronica Rodriguez	14	No
36	Wilmington Recreation Center	325 N. Neptune Ave., Wilmington, CA 90744	310-548-7645	Pacific	Harbor	Deanne Dedman	15	Yes

CLASS PARKS FY 2016-2017 - CLASS SITES BY CD

CLASS PARKS SITES BY CD												
	1	2	3	6	7	8	9	10	11	13	14	15
109th Street Recreation Center												1
Algin Sutton Recreation Center						1						
Central Recreation Center							1					
Costello Recreation Center											1	
Cypress Recreation Center	1											
Delano Recreation Center				1								
Denker Recreation Center						1						
Elysian Valley Recreation Center										1		
Expo Park Center Complex						1						
Glassell Park Recreation Center										1		
Harbor City Recreation Center												1
Harzard Park Recreation Center											1	
Hubert Humphrey Recreation Center					1							
Imperial Courts Recreation Center												1
Jackie Tatum / Harvard Recreation Center						1						
Jim Gilliam Recreation Center								1				
Lanark Recreation Center			1									
Lincoln Heights Recreation Center	1											
Lincoln Park Recreation Center	1											
Martin Luther King Jr. Recreation Center						1						
Mount Carmel Park Recreation Center						1						
Normandale Recreation Center												1
Oakwood Recreation Center									1			
Ramon Garcia Recreation Center											1	
Rancho Cienega Sports Complex								1				
Ross Snyder Recreation Center							1					
Seoul International Park (Ardmore)								1				
Sepulveda Recreation Center					1							
Slauson Recreation Center							1					
South Park Recreation Center							1					
Sun Valley Recreation Center				1								
Sylmar Recreation Center					1							
Toberman Recreation Center	1											
Valley Plaza Recreation Center		1										
Wabash Recreation Center											1	
Wilmington Recreation Center												1
<b>Grand Total</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>5</b>

No CLASS Parks sites in CD 4,5, & 12

**MEMORANDUM OF UNDERSTANDING  
BETWEEN  
COUNTY OF LOS ANGELES PROBATION DEPARTMENT  
AND  
LOS ANGELES CITY DEPARTMENT OF RECREATION AND PARKS  
FOR  
THE JUVENILE JUSTICE CRIME PREVENTION ACT (JJCPA)  
AFTER-SCHOOL ENRICHMENT AND SUPERVISION PROGRAM**

This Memorandum of Understanding (MOU) is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2016 between the County of Los Angeles Probation Department, hereinafter referred to as County, and Los Angeles City Department of Recreation and Parks, hereinafter referred to as Agency.

**RECITALS**

**WHEREAS**, the County has established the Juvenile Justice Crime Prevention Act (JJCPA) Program to reduce crime by promoting and providing services to at-risk and County youths and their families;

**WHEREAS**, on March 28, 2001, the Agency entered into an MOU with the County to implement the After-School Enrichment and Supervision (ASES) Program for fiscal year 2001/2002 with funding from the County for one (1) year;

**WHEREAS**, the County and Agency subsequently entered into MOUs for one (1) year periods for operation of the ASES Program for fiscal years 2002/2003, 2003/2004, 2004/2005, 2005/2006, 2006/2007, 2007/2008, 2008/2009, 2009/2010, 2010/2011, 2011/2012, 2012/2013, 2013/2014, 2014/2015, and 2015/2016;

**WHEREAS**, the County and Agency executed amendments to the MOUs for additional funding to expand the ASES Program to include a summer program during fiscal years 2005/2006 and 2006/2007;

**WHEREAS**, the County and Agency executed an amendment during fiscal year 2009/2010 to reflect a 5% (five percent) reduction in JJCPA Program funding;

**WHEREAS**, the County and Agency desire to enter into an MOU for a one (1) year period to continue operation of the ASES Program for fiscal year 2016/2017; and

**NOW, THEREFORE**, in consideration of the mutual covenants herein set forth and the mutual benefits to be derived therefrom, the parties agree as follows:

**I. PURPOSE**

The purpose of this MOU is to continue providing services to the JJCPA Program through implementation of the ASES Program for youth at-risk and/or on formal probation at selected recreational facilities located at parks, schools, and community-based organizations. It is expected that this program will result in a decrease in arrests, incarcerations, and probation violations, and an increase in successful completion of probation, restitution and community service, and a higher school attendance.

**II. TERM**

The term of this MOU is for a one-year period beginning July 1, 2016, through June 30, 2017. Any additional renewals commencing after July 1, 2017 will be subject to approval by the County and Agency.

**III. FUNDING**

During the term of this MOU, the County will provide funding to the Agency in the amount of Five Hundred Four Thousand Four Hundred Thirty Dollars (\$504,430). These funds will be utilized by the Agency to operate the ASES Program, as detailed in the Budget (Attachment A).

**IV. COUNTY RESPONSIBILITIES**

The County agrees to, as resources allow, provide the following services:

- Oversight of community-based services.
- Case management including assessment, goal setting, case plan, regular client and family contacts, regular school contacts, and progress notes.
- Work with local law enforcement and community-based organizations to curb gang violence.
- Coordinate on-site and off-site referrals.
- Attend quarterly meetings of the partners JJCPA Collaborative.
- Work with the Agency, local law enforcement, and community-based organizations to provide adequate safety and security measures needed to conduct the ASES Program at the selected recreation facilities.
- Provide the following required data collection forms and the following data systems, all of which are necessary to provide information required on all participants:

Form:

JJCPA Monthly Program Data Collection Report (Attachment B)

Systems:

Juvenile Caseload Management System (JCMS)  
 JJCPA Tracking System

- Provide the Instructions for Driving Youth ID Number (Attachment C) for use by the Agency.

**V. AGENCY RESPONSIBILITIES**

The Agency agrees to provide the following services for the ASES Program:

Training:

Job Skills Training, which includes classes such as resume composition, job search, professional etiquette, and communication skills. Programs offered in this category include: 1) Camp Counselor Leadership Training; 2) Sports Management and Officiating; and 3) Crime Scene Investigation.

1. Camp Counselor Leadership Training: Participants will gain practical knowledge in the areas of after-school and day camp counseling. They will learn to conduct activities in a day camp setting, utilizing weekly themes to enhance creativity, and participants will learn how to create a camp activity schedule. Activities include arts/crafts, cooking, games, science and nature, sports, and will learn tools to manage youth ages 5 to 10.
2. Sports Management and Officiating: Participants will learn the rules and mechanics of officiating basketball and softball/baseball based on the California Interscholastic Federation of High School Officials rules. Interns will learn how to officiate, keep score, and general refereeing techniques and drills.
3. Crime Scene Investigation "CSI": Participants will become more familiar with law enforcement officers, will gain knowledge in the areas of deductive reasoning, following procedures, and pursuing details. Each participant will receive hands-on training in identifying fingerprints, tracking, and controlling a crime scene.

Training Timetable:

- Camp Counselor Leadership Training and Sports Management and Officiating are offered two (2) times per fiscal year at various sites.
- Crime Scene Investigation classes are offered at various sites.

After School Program (ASP):

The focus of the ASP is to build self-esteem, provide opportunities for volunteerism, enhance learning through tutoring, homework assistance, life skills activities (goals setting, money management, good citizenship and anger management), sports, and a host of field trips. This program will be offered Monday through Friday at all Class Park Teen sites for youth ages 11-18.

- Appropriate sharing of critical information with all service partners, consistent with the provisions of Section VI, Confidentiality.
- Staff participation at all meetings of the partners of the JJCPA Collaborative.
- Complete and submit in a timely manner the above-referenced Program Data Collection Reports that must reflect activity of the participants.

Other Services/Responsibilities:

- Friday Night Extreme Teens: As an extension of the After School Program, all Class Park Teen sites will implement extended program hours every Friday from 4:00 pm to 10:00 pm for youth ages 14 to 18. Teens will have an opportunity to engage in sports activities and work with other teens through a variety of "clubs," i.e. job readiness, college bound, drama, dance and cooking/nutrition.

**VI. CONFIDENTIALITY**

The County and Agency shall maintain the confidentiality of all records and information relating to juvenile participants under this MOU. This shall be in accordance with Welfare & Institutions Code (WIC) provisions, as well as all other applicable State and County laws, ordinances, regulations, and directives relating to confidentiality. The County and Agency shall inform all their managers, supervisors, employees, and contractor providers providing services hereunder, of the confidentiality provision of this MOU.

In no case shall records or information pertaining to participants be disclosed to any person, except designated County and Agency employees, without the written permission of a Probation Director, or other authorized representative.

**VII. FISCAL PROVISIONS**

The County shall make payment to the Agency for services rendered pursuant to this MOU. Such payment shall be made from the JJCPA funds. Payment terms are as follows:

- The Agency shall submit Departmental invoices monthly that comply with Auditor-Controller guidelines. Expenditures must correspond to the JJCPA budget approved by the State and expanded upon in the attached Project Plan (Attachments D1 and D2). Changes to the budget require signed written approval of both parties.
- Departmental invoices with supporting documentation should be submitted by the 25<sup>th</sup> day of the following service month to:

**Norma Cruz-Lawler**  
**Fiscal Manager**  
**Budget & Fiscal Services**  
**Probation Department**  
**9150 East Imperial Highway, Room, P-73**  
**Downey, CA 90242**  
**Phone: (562) 940-2680**  
**Fax: (562) 940-2459**  
**E-mail: [Norma.Cruz@probation.lacounty.gov](mailto:Norma.Cruz@probation.lacounty.gov)**

- If an audit of the program covered in this MOU identifies and disallows ineligible costs, the Agency shall reimburse the County the amount of the overpayment.

**VIII. LIABILITY**

Each of the parties to this MOU is a public entity. In contemplation of the provisions of Section 895.2 of the Government Code of the State of California imposing certain tort liability jointly upon public entities, solely by reason of such entities being parties to an agreement as defined by Section 895 of said Code, the parties hereto, as between themselves, pursuant to the authorization contained in Section 895.4 and 895.6 of said Code, will each assume the full liability imposed upon it or upon any of its officers, agents, or employees by law, for injury caused by a negligent or wrongful act or omission occurring in the performance of this MOU, to the same extent that such liability would be imposed in the absence of Section 895.2 of said Code. To achieve the above-stated purpose, each party indemnifies and holds harmless the other party solely by virtue of said Section 895.2. The provision of Section 2778 of the California Civil Code is made a part hereto as if fully set forth herein. The Agency certifies that it has adequate self-insured retention of funds to meet any obligation arising from this MOU.

**IX. BACKGROUND AND SECURITY INVESTIGATIONS**

The Agency shall be responsible for ongoing implementation and monitoring of Subsections 1 through 7. On at least a quarterly basis, the Agency shall report, in writing, monitoring results to the County, indicating compliance of problem areas. Elements of monitoring report shall receive prior written approval from the County.

1. No personnel employed by the Agency for this program having access to County information or records shall have a criminal conviction record or pending criminal trial unless such information has been fully disclosed and employment of the employee for this program is approved in writing by the County.
2. The County reserves the right to conduct a background investigation of the Agency's prospective employees prior to employment or assignment to duties under this MOU and further reserves the right to conduct a background investigation of the Agency's employees at any time and to bar such employees from working on the MOU under appropriate circumstances.
3. The County reserves the right to preclude the Agency from employment or continued employment of any individual performing services under this MOU at the County's sole discretion.
4. No personnel employed by the Agency for this project shall be on active probation or parole currently or within the last three (3) years.
5. The Agency and employees of the Agency shall be under a continuing obligation to disclose any prior or subsequent criminal conviction record or any pending criminal trial to the County.
6. The Agency shall submit the names of employees to the County prior to the employee starting work on this MOU. The County will schedule appointments to conduct background investigation/record checks based on fingerprints of the Agency's employees, and further reserve the right to conduct a background investigation of the Agency's employees at any time. **The Agency's employees shall not begin work on this MOU before receiving written notification of clearance from the County.**
7. Because the County is charged by the State for checking the criminal records of the Agency's employee; the County will bill the Agency to recover expense. The current amount is thirty-two dollars (\$32.00) per record check which is subject to change by the State.



**X. SUSPENSION**

Either party may suspend all or part of the project operations for failure by the other to comply with the terms and conditions of this MOU by giving written notice, which shall be effective upon receipt.

- Said notice shall set forth the specific conditions of non-compliance and shall provide a reasonable period for corrective action.

**XI. TERMINATION**

This MOU may be terminated at any time, without cost, by either party upon giving at least a thirty (30) days prior written notice thereof to the other. This MOU may be terminated if funding becomes unavailable.

**XII. AMENDMENTS**

This MOU may only be amended by mutual written consent of both parties. Neither verbal agreements nor conversations by any officers, employees and/or representatives of either party shall affect or modify any of the terms and conditions of this MOU.

Any change to the terms of this MOU, including those affecting the responsibilities of the parties and/or the rate and/or the method of compensation shall be incorporated into this MOU by a written amendment that is properly executed.

**XIII. ENTIRE MOU**

This MOU contains the full and complete agreement between the two parties and is executed in two (2) identical originals, each of which is deemed to be an original. This MOU contains eight (8) pages and five (5) attachments that constitute the entire understanding and agreement of the parties.

IN WITNESS WHEREOF, the County of Los Angeles and Agency have caused this MOU to be executed on their behalf by their authorized representatives, the day, month and year first above written. The person signing on behalf of the Agency warrants that he or she is authorized to bind the Agency, and attest under penalty of perjury to the truth and authenticity of representations made and documents submitted and incorporated as part of this MOU.

COUNTY OF LOS ANGELES  
PROBATION DEPARTMENT

THE CITY OF LOS ANGELES  
a Municipal Corporation, acting by and  
through its Board of Recreation and  
Park Commissioners

By \_\_\_\_\_  
CALVIN C. REMINGTON  
INTERIM CHIEF PROBATION OFFICER

By \_\_\_\_\_  
GENERAL MANAGER

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM AND  
LEGALITY:


MICHAEL N. FEUER  
CITY ATTORNEY

By \_\_\_\_\_  
DEPUTY CITY ATTORNEY

Date: \_\_\_\_\_

APPROVED AS TO FORM:

MARY C. WICKHAM  
COUNTY COUNSEL

By  \_\_\_\_\_  
MILLCENT L. ROLON  
PRINCIPAL DEPUTY COUNTY COUNSEL

Date: 4/14/16

**Youth Employment Internship Program (YEIP) 2016-2017 Budget  
Juvenile Justice Crime Prevention Act (JJCPA)**

Allocation							Total	\$504,430.00
Expense Item	Expense Category	Description	Rate	Quantity	Direct Cost	Indirect Cost	Total Cost	
Salaries and		Total Part-time Salaries			\$99,346.85		\$99,346.85	
Employee Benefits		PT Employee Benefits:24.55%		1		\$24,389.65	\$24,389.65	
<b>Operating Expenses</b>		<b>For 300 Interns</b>						
	Training Supplies	Training Supplies/Arts and Crafts			\$12,119.36		\$12,119.36	
	Food	Snacks/Lunch/Meal Tickets			\$15,000.00		\$15,000.00	
	Finals	Finals Supplies			\$4,000.00		\$4,000.00	
	Apparel	Program Apparel			\$5,000.00		\$5,000.00	
	Stipend	Stipend for completed interns(\$250ea)	250	300	\$75,000.00		\$75,000.00	
	Passes	Field Trip Passes			\$14,000.00		\$14,000.00	
	Passes	Field Trip Passes - MOT		205	\$2,152.50		\$2,152.50	
	Transportation Exp	Buses		16	\$10,000.00		\$10,000.00	
	Misc. Supplies and Equipment				\$29,219.30		\$29,219.30	
<b>Friday Night EXTREME TEENS &amp; ASC</b>								
Salaries		Total Part-time Salaries			\$91,300.00		\$91,300.00	
		PT Employee Benefits:26.18%		1		\$23,902.34	\$23,902.34	
	Equipment	Trophies, Art & Crafts, Sports			\$59,000.00		\$59,000.00	
	Food	Snacks			\$40,000.00		\$40,000.00	
<b>Total Direct/Indirect Costs</b>					<b>\$456,138.01</b>	<b>\$48,291.99</b>		
<b>Total Program Expenses</b>							<b>\$504,430.00</b>	
<i>Remaining Balance</i>								

Minor's Last Name \_\_\_\_\_ Minor's First Name \_\_\_\_\_ Prob (P) / At-Risk (A) \_\_\_\_\_ (P/A) Date \_\_\_\_\_  
 Mother's First Name \_\_\_\_\_ DPO Last Name \_\_\_\_\_ Cslid No. \_\_\_\_\_  
 DOB \_\_\_\_\_ Gender \_\_\_\_\_ School \_\_\_\_\_ Grade at Intake \_\_\_\_\_  
 Street Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_ Cluster \_\_\_\_\_  
 Ethnicity \_\_\_\_\_ PDJ \_\_\_\_\_ Youth ID \_\_\_\_\_  
 Date Case Assigned (PARKS) \_\_\_\_\_ Initial Case Plan Date \_\_\_\_\_ Probation Status \_\_\_\_\_  
 Depart To \_\_\_\_\_ Departure Date \_\_\_\_\_ JJCPA Program In Progress Y \_\_\_\_\_ N \_\_\_\_\_

ATTENDANCE	BASELINE	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
# Days Absent-Unex													
# Days Attended													
# Suspensions													
# Expulsions													
ACADEMICS	BASELINE	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
GPA: 4.0 - 0.0													
# Credits Earned													
I.E.P. (Yes/No)													
Reading Test Date													
Reading Grade Level													
Grad / GED Date													
VIOLATIONS / ARRESTS	BASELINE	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Total Arrests													
707(b) Arrests													
Detentions													
Sustained Petitions													
PERSONAL ISSUES	BASELINE	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Pregnant Minor (Y/N)													
Minor is Parent (Y/N)													
INDIVIDUAL / FAMILY	BASELINE	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Orientation Date													
Case Plan Update													
Formal Contacts													
Home Visits													
Parental Contacts													
Testing Order Date													
NarcTesting (# Pos)													
Testing Order Term. Date													
Restitution/Amt Pd													
Com Srvs Hrs/Served													
REFERRED TO	BASELINE	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
CBO													
Tutoring/HW Asst													
After School Prog													
Operation Read													
Other													
REFERRED TO (JJCPA)	REFERRED DATE	START DATE	COMPL. DATE	DID NOT COMPL. DATE	REFERRED DATE	START DATE	COMPL. DATE	DID NOT COMPL. DATE					
ACT													
Gang Intervention Svcs													
GS Comm-MS/ES													
GS Comm-Volleyball													
GS Comm-YWAR													
Housing-Based Svcs													
SB Transportation													
Special Needs Court													
					Compton								
					Explorer								
					Impact								
					Jeopardy								
					Long Beach								
					Pasadena								
					VIDA								

Other (Specify) \_\_\_\_\_

### INSTRUCTIONS FOR MANUALLY DERIVING THE PROBATION YOUTH I.D. NUMBER

A Youth I.D. number will be used to uniquely identify juveniles who are not on any type of formal or informal probation, i.e., 236 WIC contract; DHS; DCFS; DMH; and 601 INS. These juveniles will not have a PDJ number or a JAIN.

Each JJCPA Referral for Service form ***must*** contain a PDJ number ***or*** a Youth I.D.

The Youth I.D. number will be derived from the data items below. If any of the required data is unobtainable, an 'X' is to be entered ***in each position*** of the missing data. YOUTH I.D. numbers that are identical will be assigned a two-digit numeric identifier; the default for this identifier is 00. The second I.D. will receive an identifier of 01, the third will receive 02, etc.

#### EXAMPLE OF A COMPLETE YOUTH I.D.

	DATA ITEM TYPE	DATA ITEM	DERIVED ITEM
1.	First Name (initial)	Michael	M
2.	Last Name (initial)	Williams	W
3.	DOB - Month, Day, Year (reversed)	04/20/87	872004
4.	Mother's First Name (1 <sup>st</sup> two letters)	LOrraine	LO
5.	Numeric Identifier	--	00
<b>DERIVED YOUTH I.D. = MW872004LO-00</b>			

#### EXAMPLE OF YOUTH I.D. WITH MISSING DATA ITEM

	DATA ITEM TYPE	DATA ITEM	DERIVED ITEM
1.	First Name (initial)	Michael	M
2.	Last Name (initial)	Williams	W
3.	DOB - Month, Day, Year (reversed)	04/20/87	872004
4.	Mother's First Name (1 <sup>st</sup> two letters)	UNK	XX
5.	Numeric Identifier	--	00
<b>DERIVED YOUTH I.D. = MW872004XX-00</b>			









**BOARD REPORT**

NO. 16-196

DATE September 09, 2016

C.D. 9

**BOARD OF RECREATION AND PARK COMMISSIONERS**

SUBJECT: EXPO CENTER – YOUTH JOB CORPS PROGRAM – CORRECTION TO BOARD REPORT NO. 16-131

AP Diaz	_____	V. Israel	_____
R. Barajas	_____	*K. Regan	<u>KR</u>
H. Fujita	_____	N. Williams	_____

  
 \_\_\_\_\_  
 General Manager

Approved \_\_\_\_\_ Disapproved \_\_\_\_\_ Withdrawn \_\_\_\_\_

RECOMMENDATIONS

1. Approve the correction of an error on Board Report No. 16-131, as described in the Summary of this Report;
2. Grant retroactive approval to pay the interns for work performed prior to this Board Report; and,
3. Authorize the Department's Chief Accounting Employee to make technical corrections as necessary to carry out the intent of this Report.

SUMMARY

On June 1, 2016, the Board approved Report No. 16-131, accepting a donation of Forty-Nine Thousand, Five Hundred Dollars (\$49,500.00) from The Friends of EXPO Center for the EXPO Center Youth Job Corps Program. The program was marketed and advertised to potential applicants as a paid internship at a rate of Ten Dollars (\$10.00) per hour. Report No. 16-131 incorrectly stated, "All participants will intern a maximum of two hundred (200) hours and receive a stipend of Eight Dollars and Twenty-Five Cents (\$8.25) per hour worked." The correction is as follows:

All participants will intern a maximum of two hundred fifty (250) hours and receive a stipend of Ten Dollars (\$10.00) per hour worked.

FISCAL IMPACT STATEMENT

Approval of this Report has no fiscal impact on the Department's General Fund.

This Report was prepared by Barron Lightner, Secretary, EXPO Center.

LIST OF ATTACHMENTS/EXHIBITS

- 1) EXPO Center Summer Youth Job Corps Flyer

City of Los Angeles Department of Recreation & Parks

EXPO CENTER

# SUMMER YOUTH JOB CORPS

*Training The Next Generation of Leaders*



EXPO CENTER



## Training Components

### LEADERSHIP DEVELOPMENT

Effective communication, problem solving, conflict resolution

### COMPUTER TECHNOLOGY

Training in Microsoft Word and PowerPoint, e-mail etiquette, internet safety

### FINANCIAL LITERACY

Budgeting, Money Management, Credit and Debt and Investing

### COLLEGE PREPARATION

College Tours, Application Process, Financial Aid, Scholarships and Grants

### CAREER EXPLORATION

Guest lectures, corporate site visits, mock interview and resume writing

### COMMUNITY AND SERVICE

Community Service Projects, Cultural Appreciation and Inclusion



## Summer Youth Job Corps Program 2016 Internship Information

The EXPO Center Teen Leadership Program was created to cultivate the next generation of leaders by offering teens the opportunity to develop work experience, leadership and technology skills. The program engages teens in an nine week program that provides hands-on internship opportunities, education on community issues, develops leadership skills through motivational and influential guest lecturers and provides college and career preparation .

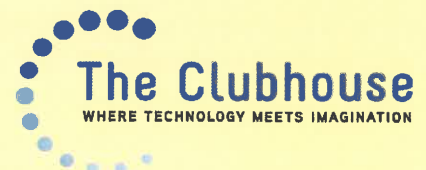
*The Summer Youth Job Corps is funded by the generous donations of the Friends of EXPO Center.*

**Summer Youth Job Corps is for Teens 14-17 years old**  
**Internship Stipends rate \$10.00 per hour**  
**Program Dates: June 13, 2016-August 12, 2016**

*Persons with disabilities are encouraged to participate in our programs. Reasonable accommodations will be made with prior arrangements.*


**For More Information, please contact the  
(213) 763-0114 ext 277**

Roy A. Anderson Recreation Center  
3980 Bill Robertson Lane  
Los Angeles, CA 90037  
(213) 763-0114



CITY OF LOS ANGELES  
DEPARTMENT OF RECREATION AND PARKS

September 09, 2016

TO: BOARD OF RECREATION AND PARK COMMISSIONERS  
FROM: MICHAEL A. SHULL, General Manager   
SUBJECT: VARIOUS COMMUNICATIONS

The following communications addressed to the Board have been received by the Board Office, and the action taken thereon is presented.

<u>From</u>	<u>Action Taken</u>
1) Mayor, relative to a proposed contract with Sprinturf L.L.C. for the Rancho Cienega Sports Complex – Synthetic Field Replacement project.	Referred to staff for further processing. (Report No. 15-265)
2) Mayor, relative to a proposed Amendment to Agreement No. 3482 with the Los Angeles Theatre Academy, Inc. for Programs at Elysian Park Recreation Center.	Referred to staff for further processing. (Report No. 16-150)
3) City Planning Commission, to City Council, relative to amending the Public Recreation Plan.	Referred to General Manager.
4) City Clerk, relative to the Summer Food Service Program grant from the California Department of Education.	Noted and Filed. (Report No. 16-107)
5) City Clerk, relative to the LA84 Foundation 2016-17 Girls Softball League grant.	Noted and Filed. (Report No. 16-068)
6) Chief Legislative Analyst, forwarding the Legislative Report for the weeks ending August 5, and August 12, 2016	Noted and Filed.
7) Roseann Webb, relative to thanking the Griffith Park Rangers and Staff.	Noted and Filed.
8) John Betz, two communications relative to the homeless in Venice.	Noted and Filed.



BOARD OF RECREATION AND PARK COMMISSIONERS

Page 2

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|--|--|
| 9) Forty-nine communications relative to the Hollywoodland neighborhood adjacent to Griffith Park.                                   | Noted and Filed.   |
| 10) Dan Liu, relative to issues at Westwood Pool.  | Referred to General Manager.   |
| 11) Holly Torres, to Griffith Park Boys Camp, relative to her son's enrollment there.  | Referred to General Manager.   |
| 12) Joyce Dillard, relative to the Penmar Water Quality Improvement Project, Phase II.   | Noted and Filed, as acted on at the August 10, 2016 Board Meeting. (Report No. 16-172) |
| 13) Two residents, relative to the reimbursement to Pink Dolphin Clothing, LLC.  | Noted and Filed, as acted on at the August 10, 2016 Board Meeting. (Report No. 16-183) |
| 14) Derrick Allen, three communications to staff relative to proposed golf programs.   | Noted and Filed.   |
| 15) Marty Shelton, Vice President, NAI Capital, Inc., relative to the Griffith Observatory Circulation and Parking Enhancement Plan. | Noted and Filed.   |
| 16) Cliff Cheng, complaining about alleged treatment at Westwood Pool.   | Referred to General Manager.   |
| 17) Jeff Gomillion, relative to the Greek Theatre shuttle system.  | Referred to General Manager.   |
| 18) Suzanne Francis, relative to a donation allegedly directed to the dance program at Winnetka Recreation Center.                   | Referred to General Manager.   |
| 19) Gary Harris, relative to using the Westminster Senior Center as a homeless service center.                                       | Referred to General Manager. (Report No. 16-184)                                       |

BOARD OF RECREATION AND PARK COMMISSIONERS  
Page 3

20) Elizabeth Harris, Ph.D., President, Foundation for the Preservation of the Santa Susana Mountains, to the General Manager, relative to State Park trailheads within Chatsworth Park South.

Referred to General Manager.

This Report was prepared by Paul Liles, Clerk Typist, Commission Office.

**RAP PROPOSITION A GRANT PROGRAM FUNDS PROJECT LIST**

STATUS REPORT AS OF: SEPTEMBER 1, 2016

No.	Project Name	CD	Project Scope	Grant No.	Fund Type	Estimated Completion Date	Total Grant Amount	Total Grant Receipts	Remaining Grant Balance
<b>SPECIFIED (SPEC) AWARDS</b>									
<b>Acquisition of Park Land</b>									
1	Eagle Rock Landmark Acquisition/Development	14	Acquisition and development of Eagle Rock landmark property.	58F6-96-0503	A-I (Spec)	Jul-96	\$500,000.00	\$500,000.00	\$0.00
2	Hope and Peace Park, Phase I & II	1	Acquisition of land for a high need urban park on Bonnie Brae Street in Los Angeles.	58F6-00-1164	A-II (Spec) \$450k A-II (PPD)	Nov-02	\$600,000.00	\$600,000.00	\$0.00
3	Mid Valley Multipurpose Center	7	Acquisition, and/or development and improvement of the Mid Valley Multipurpose Center, including picnic area, walking path, fitness station, children's play area, landscaping, security lighting, and parking lot	58F6-98-1045	A-II (Spec) \$1.1m A-I (Spec)	Jan-16	\$1,148,773.80	\$1,148,773.80	\$0.00
4	Sepulveda Park West Property	7	Acquisition of three parcels at the southeast corner of Sepulveda Boulevard and Rayan Street, and development of recreation facilities.	58F6-99-1099	A-II (Spec)	Aug-08	\$873,123.70	\$873,123.70	\$0.00
5	South Central Sports Activity Center Acquisition and Development	8	Acquisition and development of a regional sports activity center.	58F6-01-1258	A-II (Spec) \$274,976 A-II (PPD)	May-10	\$324,976.00	\$324,976.00	\$0.00
6	Temple Beverly Family Park	13	Acquisition of land for a park and recreation center.	58F6-01-1266	A-II (Spec) \$1.1M A-II (PPD)	Apr-16	\$1,863,000.00	\$1,863,000.00	\$0.00
7	Tierra de la Culebra Park Acquisition	1	Acquisition and development of a high need urban park on Avenue 57 in Highland Park; includes the construction and repairs of retaining walls, installation of railings, fencing and some landscaping.	58F6-99-1157	A-II (Spec)	Nov-14	\$500,000.00	\$500,000.00	\$0.00
<b>Sub-Totals (Acquisition of Park Land):</b>							<b>\$5,809,873.50</b>	<b>\$5,809,873.50</b>	<b>\$0.00</b>
<b>Beach and Nature Related Facilities</b>									
1	Ballona Lagoon Marine Preserve Public Access Overlook	11	Construction of an observation deck with handicap access and interpretative signage overlooking the Ballona Lagoon Marine Preserve.	58F6-96-0518	A-I (Spec)	Jan-02	\$100,000.00	\$100,000.00	\$0.00
2	Cabrillo Marine Aquarium	15	Infrastructure improvements to the existing facility and building expansion. Additional complex will house aquaculture and teaching laboratories, new exhibit hall, offices, research library, outdoor amphitheater, rest areas, public restrooms and gift shop.	58F6-01-1257	A-II (Spec)	Oct-04	\$2,800,000.00	\$2,454,610.75	\$345,389.25
3	Venice Beach - Ocean Front Walk	11	Restoration and rehabilitation of Venice Beach facilities, walkways and trails, in accordance with the Venice Urban Waterfront Restoration Plan.	58F6-99-0792	A-I (Spec)	Oct-02	\$3,450,000.00	\$6,450,000.00	\$0.00
4	Venice Beach - Pier Restoration	11	Major development of the recreational facilities at Venice Beach and boardwalk, including pier restoration. Improvements include rehabilitation of the pier, handrails, water and sewer piping systems, electrical lighting system, and construction of a building at the end of the pier.	58F6-95-0252	A-I (Spec)	Jun-03	\$3,200,000.00	\$3,200,000.00	\$0.00
<b>Sub-Totals (Beach and Related Facilities):</b>							<b>\$12,550,000.00</b>	<b>\$12,204,610.75</b>	<b>\$345,389.25</b>
<b>Elysian Park Master Plan Facilities</b>									
1	Elysian Park - Buena Vista Hill Park Development	1	Design and development of pathways, viewpoint area, picnic areas, parking, improvements to landscape and installation of an irrigation system at the Buena Vista Hill section of Elysian Park.	58F6-94-0209	A-I (Spec)	Jul-04	\$197,726.99	\$197,726.99	\$0.00

**RAP PROPOSITION A GRANT PROGRAM FUNDS PROJECT LIST**

STATUS REPORT AS OF: SEPTEMBER 1, 2016

No.	Project Name	CD	Project Scope	Grant No.	Fund Type	Estimated Completion Date	Total Grant Amount	Total Grant Receipts	Remaining Grant Balance
2	Elysian Park - Buena Vista Picnic Area Development	1	Development of picnic and children's play facilities and upgrading of the irrigation system at the Buena Vista Picnic area.	58F6-94-0208	A-I (Spec)	Mar-00	\$146,000.00	\$146,000.00	\$0.00
3	Elysian Park - Elysian Park Adaptive Sports Center	1	Remodeling, improvements and additions to the existing community building. Remodeling will create and/or improve restrooms, weight room, multipurpose room, craft room, meeting rooms, kitchen, and office space. * A new heating and air conditioning system will be added. Site improvements include new parking lots and driveways, stair and ramp systems for accessibility, extensive grading and access road realignment and landscaping.	58F6-94-0206	A-I (Spec)	Sep-95	\$200,000.00	\$200,000.00	\$0.00
4	Elysian Park - Grand View Area Park Development	1	Development of Grand View viewpoint, including construction of a parking lot, installation of an irrigation system, development of picnic areas and pathways, landscaping, and road repairs leading to and from Grand View viewpoint	58F6-94-0207	A-I (Spec)	Mar-15	\$445,000.00	\$445,000.00	\$0.00
5	Elysian Park - Radio Hill Park Development	1	Project consists of minor grading, parking, pathways, lighting, signage, installation of an irrigation system and landscaping with native vegetation at the Radio Hill section of Elysian Park.	58F6-94-0210	A-I (Spec)	May-15	\$289,000.00	\$289,000.00	\$0.00
6	Elysian Park - Solano Canyon Redevelopment	1	Construction of a paved access road, installation of curb and gutter, upgrade of irrigation system, and design and construction of picnic areas and children's play area at the Solano Canyon area of Elysian Park.	58F6-94-0211	A-I (Spec)	Mar-02	\$920,000.00	\$920,000.00	\$0.00
<b>Sub-Totals (Elysian Park Master Plan Facilities):</b>							<b>\$2,197,226.99</b>	<b>\$2,197,226.99</b>	<b>\$0.00</b>
<b>Griffith Observatory/Park Facilities</b>									
1	Griffith Observatory - Phase I	4	Refurbishment of Griffith Observatory, including replacement of the outside deck portions of the roof, exterior paint removal and refinishing, mechanical and electrical system upgrades, handicap accessibility improvements, renovation and updating of restroom facilities and construction of additional toilet facilities, and reconfiguration of the first and ground levels to create more exhibit space.	58F6-95-0256	A-I (Spec)	Dec-05	\$18,500,000.00	\$18,500,000.00	\$0.00
2	Griffith Park - Travel Town Locomotive Pavilion	4	Development and rehabilitation of the Travel Town Locomotive Pavilion located in Griffith Park.	58F6-99-1108	A-II (Spec)	Mar-04	\$1,861,089.47	\$1,861,089.47	\$0.00
<b>Sub-Totals (Griffith Observatory/Park Facilities):</b>							<b>\$20,361,089.47</b>	<b>\$20,361,089.47</b>	<b>\$0.00</b>
<b>Housing Authority Facilities</b>									
1	Housing Authority Facility - Aliso Pico Gardens	14	Demolition of existing tennis and basketball courts and construction of a new community center building.	58F6-95-0315	A-I (Spec)	May-05	\$1,000,000.00	\$1,000,000.00	\$0.00
2	Housing Authority Facility - Imperial Courts Recreation Center	15	Demolition and removal of the existing community building and construction of a replacement building of the same size at the current location.	58F6-95-0337	A-I (Spec)	Mar-04	\$2,000,000.00	\$2,000,000.00	\$0.00
3	Housing Authority Facility - Mar Vista Gardens	11	Site development, including irrigation, turfing, landscaping, lighting, game courts/sports field improvements, handicap access modifications and recreation center/community building refurbishments.	58F6-95-0314	A-I (Spec)	Nov-99	\$532,811.00	\$532,811.00	\$0.00
4	Housing Authority Facility - Nickerson Gardens	15	Site redevelopment including irrigation, turfing, landscaping, lighting, court and field improvements, ADA improvements and recreation center/community center building refurbishments.	58F6-95-0338	A-I (Spec)	Dec-09	\$1,181,029.59	\$1,181,029.59	\$0.00
5	Housing Authority Facility - Ramona Gardens	14	Site redevelopment, including irrigation, turfing, landscaping, lighting, game courts/sports field improvements, handicap access modifications and recreation center/community building refurbishments.	58F6-95-0313	A-I (Spec)	Nov-10	\$487,378.23	\$487,378.23	\$0.00



**RAP PROPOSITION A GRANT PROGRAM FUNDS PROJECT LIST**

STATUS REPORT AS OF: SEPTEMBER 1, 2016

No.	Project Name	CD	Project Scope	Grant No.	Fund Type	Estimated Completion Date	Total Grant Amount	Total Grant Receipts	Remaining Grant Balance
<b>Sepulveda Basin Facilities</b>									
				<b>Sub-Totals (Housing Authority Facilities):</b>					
							<b>\$5,201,218.82</b>	<b>\$5,201,218.82</b>	<b>\$0.00</b>
1	Sepulveda Basin Recreation Area - Balboa Park Redevelopment	6	Improvements to recreation center facilities, including installation of an irrigation system, turfing and landscaping, pedestrian and bicycle trail rehabilitation, soccer fields, and tree planting around the community building.	58F6-95-0255	A-I (Spec)	Aug-99	\$762,499.00	\$762,499.00	\$0.00
2	Sepulveda Basin Recreation Area - Bull Creek Channel Environmental Restoration Project	6	Channel restoration that includes 27.9 acres of aquatic, riparian and native upland habitat to enhance and restore wildlife resources along the Bull Creek Channel in the Sepulveda Basin.	58F6-07-1382	A-II (Spec)	May-09	\$2,000,000.00	\$1,663,350.00	\$336,650.00
3	Sepulveda Basin Recreation Area - Cricket Fields	6	Development of two(2) cricket fields, including grading, installation of a computer-operated irrigation system, turfing perimeter landscaping and trees, and picnic facilities.	58F6-95-0260	A-I (Spec)	Aug-99	\$487,494.00	\$487,494.00	\$0.00
4	Sepulveda Basin Recreation Area - Garden Center Facility	5	Demolition of existing building and construction of a modern facility exceeding the current building's 2,160 square feet; to include, but not limited to, restrooms meeting ADA standards, a kitchen and a meeting area.	58F6-02-1323	A-II (Spec)	Jan-05	\$800,000.00	\$454,744.71	\$345,255.29
5	Sepulveda Basin Recreation Area - Hjelte Sports Center	6	Improvements to the sports center facilities, including construction of a restroom/director's office with related storage building and paved parking lot; development of a softball field; installation of sports field lighting, picnic facilities, turfing and landscaping; and upgrading of the existing irrigation system.	58F6-95-0261	A-I (Spec)	Jun-02	\$997,506.00	\$997,506.00	\$0.00
6	Sepulveda Basin Recreation Area - Picnic Facilities, Trail Access and Parking	7	Realignment of a segment of a park access road and an existing bicycle path to accommodate the construction of a parking lot, and a passive park area with picnic facilities.	58F6-95-0258	A-I (Spec)	Nov-15	\$450,000.00	\$450,000.00	\$0.00
7	Sepulveda Basin Recreation Area - Wildlife Area Improvements	6	Implementation of environmentally mandated improvements to the area. Project includes the creation of transitional habitat between the lake and the adjacent dry upland areas; landscaping of the area with native vegetation; and construction of public education resources such as kiosks, information panels, a staging/classroom area, bird viewing blinds, and a freshwater pond activity center.	58F6-95-0259	A-I (Spec)	Jan-03	\$2,000,000.00	\$2,000,000.00	\$0.00
				<b>Sub-Totals (Sepulveda Basin Facilities):</b>					
							<b>\$7,497,499.00</b>	<b>\$6,816,593.71</b>	<b>\$681,905.29</b>
<b>Swim and Related Facilities</b>									
1	Exposition Park Community Center	8	Replace the swim and recreation facility at Exposition Park, including design and construction of a major recreation building, including gymnasiums, multipurpose rooms, meeting rooms and ancillary facilities.	58F6-99-0806	A-I (Spec)	Oct-14	\$7,000,000.00	\$7,000,000.00	\$0.00
2	Hansen Dam Recreation Area - Development of Facilities Related to the Swim Lake	7	Development of facilities related to the swim lake at Hansen Dam Recreation Area including development of restrooms, picnic facilities and access improvements to the facility.	58F6-98-1088	A-II (Spec)	Sep-14	\$1,800,000.00	\$1,800,000.00	\$0.00
3	Hansen Dam Recreation Area - Dronefield Area Improvements	7	Traffic circulation improvements at the Dronefield entrance to Hansen Dam, including reconstruction of the main entrance road at Osborne Street, rebuilding of the existing parking lot, installation of a computer-operated irrigation system, and construction of children's play area, and picnic area with tables and drinking fountains, installation of fitness equipment.	58F6-95-0321	A-I (Spec)	Dec-15	\$1,380,000.00	\$1,380,000.00	\$0.00

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4	Hansen Dam Recreation Area - Orcas Picnic Area Development	7 & 2	Expansion and refurbishment of an existing paved parking area, installation of a computer-operated irrigation system compatible with the future planned use of reclaimed water at the Orcas Picnic Area	58F6-95-0322	A-I (Spec)	Feb-03	\$820,000.00	\$820,000.00	\$0.00
5	Hansen Dam Recreation Area - Swim/Recreation Lake	7	Construction of 10.5-acre man-made lake, divided into a swimming area and a recreational water area for non-powered boating, sailing and fishing. Lake will feature extensive filtering, chlorinating and disinfecting systems. Project will include related recreational facilities, including a sand beach, children's wading/filtration pond, picnic areas, boat launching ramps and docks, fishing platforms and restrooms.	58F6-94-0112	A-I (Spec)	Oct-14	\$7,800,000.00	\$7,800,000.00	\$0.00
<b>Sub-Totals (Swim and Related Facilities):</b>							<b>\$18,800,000.00</b>	<b>\$18,800,000.00</b>	<b>\$0.00</b>
<b>Urban Impact Park Facilities</b>									
1	Urban Impact Parks - Airdmore Recreation Center Redevelopment	10	Site redevelopment including irrigation, turfing, landscaping, lighting, game courts/sports field improvements, handicap access modifications and recreation center/community building refurbishment.	58F6-94-0215	A-I (Spec)	Jan-16	\$225,000.00	\$225,000.00	\$0.00
2	Urban Impact Parks - Baldwin Hills Recreation Center Comm. Bldg./Child Center	10	Demolition and clearance of existing building and construction of a replacement 14,000 square foot recreation center with a gymnasium, offices, craft rooms, meeting rooms, storage space, and a 3,000-3,500 square foot childcare wing with separate, enclosed play area.	58F6-94-0216	A-I (Spec) \$1,640m A-I (PPD)	Jun-05	\$1,990,000.00	\$1,990,000.00	\$0.00
3	Urban Impact Parks - Boyle Heights Sports Center	14	Site redevelopment including irrigation, turfing, landscaping, lighting, game courts/sports field improvements, handicap access modifications and recreation center/community building refurbishments.	58F6-94-0217	A-I (Spec)	Mar-02	\$520,000.00	\$520,000.00	\$0.00
4	Urban Impact Parks - Culver Slauson Recreation Center Redevelopment	11	Outdoor redevelopment including, irrigation, turfing, landscaping, game courts/sports field improvements and the renovation of the existing ball field.	58F6-94-0218	A-I (Spec) \$195k A-II (PPD)	Oct-14	\$395,000.00	\$395,000.00	\$0.00
5	Urban Impact Parks - Daniels Field Redevelopment	15	Installation of ADA compliant bleachers on both sides of Daniel's Field.	58F6-94-0219	A-I (Spec)	Aug-01	\$195,000.00	\$195,000.00	\$0.00
6	Urban Impact Parks - Downey Recreation Center Acquisition & Development Project	1	Acquisition of approximately 45 acres adjacent to the Downey Recreation Center, for development of the Downey Childcare Center. Development will include installation of irrigation, landscaping, and construction of a children's play area.	58F6-94-0220	A-I (Spec)	Oct-11	\$695,000.00	\$695,000.00	\$0.00
7	Urban Impact Parks - Downey Recreation Center Pool Bathhouse	1	Design and construction of a pool building/bathhouse. Building will include shower/dressing rooms, a pool manager's office and two community rooms.	58F6-95-0412	A-I (Spec)	Jan-12	\$455,000.00	\$455,000.00	\$0.00
8	Urban Impact Parks - Green Meadows Recreation Center Redevelopment	9	Site development including irrigation, turfing, landscaping, lighting, handicap access modifications, walkways, fencing, picnic tables, barbecues, parking lot improvements, and recreation center/community building refurbishments.	58F6-94-0221	A-I (Spec) \$635k A-II (PPD)	Aug-14	\$644,314.91	\$644,314.91	\$0.00
9	Urban Impact Parks - Harvard Recreation Center	8	Outdoor redevelopment including the installation of sports field irrigation system; infield and backstop chain link fencing; site furnishings for four baseball fields.	58F6-95-0417	A-I (Spec)	Nov-01	\$200,000.00	\$200,000.00	\$0.00
10	Urban Impact Parks - Hollywood Recreation Center Redevelopment	13	Site redevelopment including irrigation, turfing, landscaping, lighting, game courts/sports field improvements, handicap access modifications and recreation center/community building refurbishments.	58F6-94-0223	A-I (Spec)	Dec-11	\$365,968.08	\$365,968.08	\$0.00
11	Urban Impact Parks - Hoover Recreation Center Redevelopment	1	Structural improvements including handicap access modifications.	58F6-94-0222	A-I (Spec) \$100k A-I (PPD)	May-00	\$240,463.00	\$240,463.00	\$0.00

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12	Urban Impact Parks - Lemon Grove Acquisition & Development	13	Acquisition and development of approximately .77 acres adjacent to Lemon Grove Recreation Center. Project may include relocation of current residents, demolition and clearance of existing structures, site redevelopment: including irrigation, turfing, landscaping, lighting, game courts/sports field improvements, handicap access modifications and recreation center/community building refurbishment and conversion of the land to open space using remaining funds.	58F6-94-0235	A-I (Spec)	Jul-04	\$1,070,474.59	\$1,070,474.59	\$0.00
13	Urban Impact Parks - Martin Luther King Park Redevelopment	8	Outdoor redevelopment, including irrigation, turfing, landscaping, lighting, game courts/sports field improvements and handicap access modifications.	58F6-95-0262	A-I (Spec)	Oct-99	\$550,000.00	\$550,000.00	\$0.00
14	Urban Impact Parks - Poinsettia Recreation Center Redevelopment	5	Site redevelopment including irrigation, turfing, landscaping, lighting, game courts/sports field improvements, handicap access modifications and recreation center community building refurbishments.	58F6-94-0225	A-I (Spec)	Nov-14	\$205,672.30	\$205,672.30	\$0.00
15	Urban Impact Parks - Roger Jessup Recreation Center Redevelopment	7	Site redevelopment including irrigation, handicap access modifications & recreation center/community building refurbishments, paved parking lot, concrete curbs, and irrigation/water system improvements.	58F6-94-0227	A-I (Spec)	Jul-15	\$225,000.00	\$225,000.00	\$0.00
16	Urban Impact Parks - Shatto Recreation Center Redevelopment	13	Outdoor redevelopment including irrigation, turfing, landscaping, lighting, game courts/ sports field improvements, and handicap access modifications.	58F6-94-0228	A-I (Spec)	Jun-00	\$325,000.00	\$325,000.00	\$0.00
17	Urban Impact Parks - Slauson Recreation Center Redevelopment	9	Site redevelopment including irrigation, turfing, landscaping, lighting, game courts/ sports field improvements, and handicap access modifications.	58F6-94-0229	A-I (Spec)	Nov-99	\$350,000.00	\$350,000.00	\$0.00
18	Urban Impact Parks - Snyder Recreation Center Redevelopment	9	Site redevelopment including irrigation, turfing, landscaping, lighting, game courts/sports field improvements, handicap access modifications and recreation center/community building refurbishments. Replacement of all existing fencing, replacement of baseball fields, basketball courts, children's play area and parking lot, and construction of an additional parking lot.	58F6-94-0230	A-I (Spec)	Jan-98	\$1,150,000.00	\$1,150,000.00	\$0.00
19	Urban Impact Parks - South Park Recreation Center Redevelopment	9	Site improvements including refurbishment of the existing outdoor pool with expanded pool mechanical system and upgraded electrical system, resurfacing of the pool deck, remodeling of the existing pool bathroom for ADA compliance, new roofing and other improvements for the childcare center, expansion of the children's play area, and construction of a new main park entry and parking lot.	58F6-94-0231	A-I (Spec)	Jul-00	\$1,475,000.00	\$1,475,000.00	\$0.00
20	Urban Impact Parks - Trinity Recreation Center Redevelopment	9	Site redevelopment including irrigation, turfing, landscaping, lighting, game courts/sports field improvements, handicap access modifications and recreation center/community building refurbishments. Addition of a clubroom and remodeling of existing restrooms.	58F6-94-0233	A-I (Spec) \$250k A-II (PPD) A-II (Spec) \$379,700	Jun-08	\$659,700.00	\$659,700.00	\$0.00
<b>Sub-Totals (Urban Impact Park Facilities):</b>							<b>\$11,936,592.88</b>	<b>\$11,936,592.88</b>	<b>\$0.00</b>
<b>Various Recreational Facilities</b>									
1	Angel's Gate Viewpoint Enhancement	15	Design and construction of improvements at Angel's Gate including: vehicle access modifications, off-highway parking, irrigation system, installation, landscaping, picnic areas.	58F6-95-0422	A-I (Spec)	Mar-99	\$700,000.00	\$700,000.00	\$0.00
2	Debs Regional Park	1	The installation of a native terraced garden; restoration of two existing baseball fields; including outfield lights, irrigation system, outfield landscaping, infield improvements, fencing and bleachers; installation of water supply lines; restoration of portions of the existing access road surface; installation of a gazebo structure; concrete pads with seating in various locations; and the installation of shade structures and barbecue grills in three seating areas.	58F6-97-0589	A-I (Spec)	Oct-14	\$1,000,000.00	\$1,000,000.00	\$0.00
3	Echo Park Lake Restroom Renovation	13	Renovation of restroom facilities	58F6-15-0909	A-I (Spec)	Jun-15	\$103,557.33	\$103,557.33	\$0.00

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4	Harvard Recreation Center - Tennis Courts	8	Demolish and reconstruct eight (8) tennis courts at the Harvard Recreation Center.	58F6-99-1140	A-II (Spec) \$450k A-II (PPD)	Nov-06	\$500,000.00	\$500,000.00	\$0.00
5	MacArthur Park Outdoor Improvements	1	Development and/or improvements at MacArthur Park including the development of the athletic fields.	58F6-02-1309	A-II (Spec)	Oct-02	\$1,500,000.00	\$1,500,000.00	\$0.00
6	Mar Vista Recreation Center Baseball Field Bleachers	11	Installation of permanent bleachers	58F6-14-0908	A-I (Spec)	Jul-15	\$17,189.00	\$17,189.00	\$0.00
7	Pan Pacific Park	4	Construction of a new 23,796 sq. ft. double gymnasium and recreation center with stage and classrooms; new parking lot, lot lot, baseball field, multi-purpose field, two outdoor basketball courts; expansion of existing parking lot, refurbishment of the irrigation system, improvements to existing walkways, creation of a landscape buffer zone and new masonry wall	58F6-01-1256	A-I (Spec) \$3.5m A-II (Spec)	Sep-02	\$3,700,000.00	\$3,700,000.00	\$0.00
8	Quimby Park	3	Construction of fencing around the park.	58F6-00-1246	A-II (Spec)	Sep-14	\$20,000.00	\$20,000.00	\$0.00
9	Reseda Park	3	The demolition of existing facilities and the construction of new restrooms facilities adjacent to the Recreation Center.	58F6-00-1237	A-II (Spec)	Jun-09	\$150,000.00	\$150,000.00	\$0.00
10	Ritchie Valens Park (formerly Paxton Park)	7	Install fencing and make improvements to existing baseball field, and parking lots	58F6-00-1233	A-II (Spec)	Dec-16	\$150,000.00	\$0.00	\$150,000.00
11	Rosecrans Center Sports Field Improvements	15	Construction of a baseball field, girls' softball field, synthetic turf soccer field, basketball court, a reconstructed parking lot, landscaping, lighting and fencing	58F6-13-0904	A-I (Spec)	Nov-14	\$68,970.41	\$68,970.41	\$0.00
12	Salesian Boys and Girls Club Family Youth Center	14	Construct a family youth center.	58F6-00-1222	A-II (Spec)	Apr-01	\$600,000.00	\$600,000.00	\$0.00
13	Sepulveda Recreation Center Family Aquatics Center	7	Construction of a family aquatics center including the installation of various types of play area water equipment.	58F6-01-1267	A-II (Spec)	Aug-03	\$489,744.00	\$52,414.31	\$437,329.69
14	South Seas House	10	Refurbishing existing residential structure into a community gathering place, including upgrades to the existing electrical, plumbing, mechanical system.	58F6-01-1262	A-II (Spec)	Jun-06	\$600,000.00	\$600,000.00	\$0.00
15	Studio City Recreation Center Building Refurbishment	2	Expansion and upgrade to existing restrooms to meet ADA requirements, addition of a director's office and addition of a multi-purpose/preschool room to the existing bldg.	58F6-02-0853	A-I (Spec)	Sep-14	\$237,681.00	\$237,681.00	\$0.00
16	Weingart Urban Center YMCA	8	Construction of a parking lot	58F6-00-1241	A-II (Spec)	Aug-02	\$50,000.00	\$0.00	\$50,000.00
Sub-Totals (Various Recreational Facilities):							\$9,887,141.74	\$9,249,812.05	\$637,329.69
GRAND TOTALS Specified:							\$94,241,142.40	\$92,576,518.17	\$1,664,624.23
<b>PER PARCEL DISCRETIONARY (PPD), COMPETITIVE (COMP), EXCESS FUND AWARDS</b>									
<b>Acquisition of Park Land</b>									
1	4222 South Central Avenue Project (Central Avenue Jazz Park)	9	Acquisition and development of new pocket park	58F6-99-1129	A-II (PPD) \$300k A-II (Spec)	Jul-02	\$310,300.00	\$310,300.00	\$0.00

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2	5308 Latham Street Project	9	Acquisition and improvements of a vacant 0.19 acre parcel located at 5308 Latham Street.	58F6-99-1128	A-II (PPD) \$245k A-II (Spec)	Mar-09	\$275,000.00	\$275,000.00	\$0.00	
3	Challengers Boys and Girls Club Sports Fields Acquisition	9	Acquisition of three properties adjacent to Challenger's Boys and Girls Club tennis complex for the purpose of a sports field development.	58F6-01-1292	A-II (PPD) \$350k A-II (Spec)	Dec-04	\$655,024.00	\$655,024.00	\$0.00	
4	Degarmo Area Park Acquisition & Development	6	Acquisition of 1.54 acres south of the Golden State Freeway and development of the area as open-space with irrigation, turfing, trees and picnic tables.	58F6-95-0265	A-I (PPD)	May-00	\$250,000.00	\$250,000.00	\$0.00	
5	Juntos Park	13	Acquisition and development of a neighborhood park. Improvements to include play equipment, picnic tables and landscaping.	58F6-99-1139	A-II (PPD)	Oct-14	\$200,000.00	\$200,000.00	\$0.00	
6	Ramona Parlor Acquisition	1	Acquisition of a 9,000-square-foot building, known as Ramona Parlor, and the property contiguous to the building for use as an at-risk youth facility.	58F6-95-0341	A-I (Comp)	Sep-02	\$700,000.00	\$700,000.00	\$0.00	
7	Santa Monica Mountains Acquisition	11	Acquisition of land in the Santa Monica Mountains known as Mandeville Canyon (aka: Boeckman Property) and Pilsen Property.	58F6-99-1154	A-II (PPD)	Dec-00	\$500,000.00	\$320,000.00	\$180,000.00	
8	Stoney Point Park Expansion Acquisition	12	Acquisition of 2 parcels totaling 5.05 acres to extend the southern border of the Stoney Point Park.	58F6-06-0887	A-I (PPD)	Nov-08	\$750,000.00	\$750,000.00	\$0.00	
							<b>Sub-Totals (Acquisition of Park Land):</b>	<b>\$3,640,324.00</b>	<b>\$3,460,324.00</b>	<b>\$180,000.00</b>
<b>Beach and Nature Related Facilities</b>										
1	Cabrillo Coastal Park Trail	15	Trail development and rehabilitation consisting of the construction of 1,000 ft. of cement beach walkways; 300 ft. of elevated boardwalk and two viewing platforms along the shore areas to increase access and enhance the safety for all park visitors.	58F6-98-0733	A-I (Comp)	Dec-12	\$284,943.00	\$284,943.00	\$0.00	
2	Cabrillo Coastal Park Trail Phase II	15	Landscaping 1/4 acre of the slope on the west side of the trail with native vegetation. Removal of non-native shrubs and ground covers; replanting of coastal sage scrub or other native vegetation; replace missing wooden pillar poles along the trail; landscape the area around the Cabrillo Coastal Park Trail monument.	58F6-12-0698	A-I (PPD)	Dec-12	\$60,000.00	\$60,000.00	\$0.00	
3	Cabrillo Marine Aquarium Building Improvements	15	Improvements to the aquarium building, including an upgraded seawater life support system to increase the temperature stability and water filtering capacity; improvements to outdoor holding tanks; refurbishment/replacement of floor pavers; replacement of exhibit hall doors; and refurbishment of the public restrooms.	58F6-95-0344	A-I (PPD)	Jul-02	\$250,000.00	\$250,000.00	\$0.00	
4	O'Melveny Park & Bee Canyon Stream	12	Restoration and enhancement of the natural riparian woodland and access trails along the Bee Canyon Stream.	58F6-97-0647	A-I (Comp)	Jan-13	\$128,128.22	\$128,128.22	\$0.00	
5	Runyon Canyon Park Redevelopment	4	Install metal fences and gates and provide electrical work at Mulholland entrance, install new electric and water meters at Mulholland entrance, and construction parking area with landscaping and access road improvements at Fuller entrance.	58F6-94-0196	A-I (PPD)	Aug-01	\$220,000.00	\$220,000.00	\$0.00	
6	Runyon Canyon Park Visitors Center	4	Install metal fences, gates, and new electric and water meters, and provide related electrical work at Mulholland entrance	58F6-94-0204	A-I (PPD)	Jan-12	\$139,263.71	\$139,263.71	\$0.00	
							<b>Sub-Totals (Beach and Nature Related Facilities):</b>	<b>\$1,062,334.93</b>	<b>\$1,062,334.93</b>	<b>\$0.00</b>
<b>Griffith Park Facilities</b>										
1	Griffith Park - Boys Camp Improvements	4	Interior rehabilitation and handicap accessibility improvements to the main lodge/assembly hall, including kitchen, restrooms, and camp director's office.	58F6-94-0147	A-I (PPD)	May-01	\$207,500.00	\$207,500.00	\$0.00	

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2	Griffith Park - Boys Club Low Challenge Ropes Course & Climbing Wall	4	Construction of Low Challenge Ropes Course & Climbing Wall	58F6-00-0848	A-I (Comp)	Jul-06	\$50,000.00	\$50,000.00	\$0.00
3	Griffith Park - Camp Hollywood Improvement	4	Improvements include modification to the exterior of cabins and restrooms, including grading and installation of ramp, and to the interior of restrooms, including showers and toilets, to improve access for the disabled; and replacement of pool filter system and piping.	58F6-94-0148	A-I (PPD)	Jul-04	\$265,964.85	\$265,964.85	\$0.00
4	Griffith Park - Riverside Drive Area Improvements	4	Removal and replacement of existing playground equipment, installation of pathways and American with Disabilities Act improvements	58F6-15-1379	A-I (PPD) A-II (Spec)	Jul-15	\$674,646.82	\$674,646.82	\$0.00
5	Griffith Park - Travel Town Improvements	4	Redevelopment of the outdoor entry area to the Travel Town Train Museum in Griffith Park, including landscape, hard-scape and aesthetic improvements.	58F6-94-0139	A-I (PPD)	May-01	\$350,000.00	\$350,000.00	\$0.00
<b>Sub-Totals (Griffith Park Facilities):</b>							<b>\$1,548,111.67</b>	<b>\$1,548,111.67</b>	<b>\$0.00</b>
<b>Pool Facilities</b>									
1	Align Sutton Recreation Center Childcare	8	Construction of: 1) regulation-size outdoor pool, dressing rooms, showers and director's office*; and 2) a 3,000 to 3,500 square foot structure to provide day and after-school care for school-age children. Structure will consist of main activity/crafts room, quiet time room, director's office*; separate adult and child restroom, storage room* and custodial/maintenance room.	58F6-94-0143	A-I (PPD)	Jul-04	\$950,000.00	\$950,000.00	\$0.00
2	El Sereno Indoor Pool/Park Redevelopment	14	Design and construction of regulation-sized indoor pool with dressing rooms, showers and director's office. Redevelopment of park, including irrigation, turfing, landscaping, lighting, and handicap access modifications.	58F6-94-0107	A-I (PPD)	Apr-01	\$3,250,000.00	\$3,250,000.00	\$0.00
3	Sun Valley Recreation Center Bathroom/Pool	7	Rehabilitation of an existing outdoor pool and adjacent bathhouse, and the addition of a water slide.	58F6-94-0111	A-I (PPD)	Sep-00	\$1,200,000.00	\$1,200,000.00	\$0.00
4	Van Nuys/S.O. Recreation Center Pool	2	Construction of an enclosure around existing competition-size outdoor pool, which will include dressing rooms, showers and director's office	58F6-94-0149	A-I (PPD)	Oct-05	\$2,300,000.00	\$2,300,000.00	\$0.00
5	Yosemite Recreation Center Pool & Bldg. Improvements	14	Upgrade and refurbish existing pool and building	58F6-00-1250	A-II (PPD)	Nov-04	\$100,000.00	\$85,514.11	\$14,485.89
<b>Sub-Totals (Pool Facilities):</b>							<b>\$7,800,000.00</b>	<b>\$7,785,514.11</b>	<b>\$14,485.89</b>
<b>Urban Impact Park Facilities</b>									
1	Urban Impact Parks - Barrio Action Youth and Family Center	14	Build a recreation center at the Barrio Action Youth and Family Center.	58F6-01-1291	A-II (PPD)	Nov-14	\$138,000.00	\$138,000.00	\$0.00
2	Urban Impact Parks - Downey Recreation Center, Child Care Center	1	Design and construction of a 3,000 - 3,500 square foot structure to provide day and after-school care for school-age children. The structure will consist of a main activity/crafts room, quiet time room, Director's office, separate restrooms for adults and children, storage room and custodial/maintenance room.	58F6-98-0726	A-I (PPD)	Oct-11	\$300,000.00	\$300,000.00	\$0.00
3	Urban Impact Parks - Lindsay Community Center Redevelopment	9	Site redevelopment including irrigation, turfing, landscaping, lighting, game courts/sports field improvements, handicap access modifications and recreation center/community building refurbishments.	58F6-94-0224	A-I (PPD)	Jul-15	\$100,000.00	\$100,000.00	\$0.00
4	Urban Impact Parks - Ramon Garcia Recreation Center Redevelopment	14	Site redevelopment including irrigation, turfing, landscaping, lighting, game courts/sports field improvements, handicap access modifications and recreation center/community building refurbishments.	58F6-94-0226	A-I (PPD)	Oct-02	\$350,000.00	\$350,000.00	\$0.00
5	Urban Impact Parks - Toberman Recreation Center Redevelopment	1	Structural improvements including handicap access modifications.	58F6-94-0232	A-I (PPD)	Dec-05	\$125,000.00	\$125,000.00	\$0.00
<b>Sub-Totals (Urban Impact Park Facilities):</b>							<b>\$1,013,000.00</b>	<b>\$1,013,000.00</b>	<b>\$0.00</b>

RAP PROPOSITION A GRANT PROGRAM FUNDS PROJECT LIST

STATUS REPORT AS OF: SEPTEMBER 1, 2016

No.	Project Name	CD	Project Scope	Grant No.	Fund Type	Estimated Completion Date	Total Grant Amount	Total Grant Receipts	Remaining Grant Balance
<b>Various Recreational Facilities</b>									
1	Algin Sutton Recreation Center	8	Baseball field fencing and upgrade and sports field development.	58F6-00-1234	A-II (PPD)	Jun-06	\$450,000.00	\$450,000.00	\$0.00
2	Alpine Recreation Center Expansion Project (Ord and Yale Street Park)	1	The proposed project will consist of the development of a park on a vacant blighted hillside adjacent to the Chinatown Library. Park amenities would include benches, street trees, park lighting, raised platform, elevated sculptural ramp, stairs, a view terrace, retaining walls, restrooms, a drinking fountain, fitness equipment, play structures and landscaping.	58F6-14-2463	A-II (Excess)	Jun-19	\$950,000.00	\$0.00	\$950,000.00
3	Bogdanovich Recreation Center Playground Equipment	15	A playground upgrade including the installation of new playground equipment	58F6-16-2589	A-II (Excess)	Dec-17	\$300,000.00	\$0.00	\$300,000.00
4	Brand Park Community Center	7	Construction of a community building with ADA complying access. The building will include restrooms, a kitchenette, a main general purpose room and a storage room. Outdoor improvements will include enhancing the existing courtyard with a trellis, gazebo, landscaping, and improvements.	58F6-99-1132	A-II (PPD)	Apr-12	\$500,000.00	\$500,000.00	\$0.00
5	Bramford Recreation Center Childcare	6	Construction of a 3,000 to 3,500 square foot structure to provide day and after-school care for school-age children. Structure will consist of main activity/crafts room, quiet time room, director's office, separate adult and child restrooms, storage room and custodial/maintenance room.	58F6-94-0141	A-I (PPD)	Jun-08	\$124,615.28	\$124,615.28	\$0.00
6	Carey Ranch Park	7	Construction of wrought iron fencing around the park entrance.	58F6-00-1243	A-II (PPD)	Aug-05	\$149,522.21	\$149,522.21	\$0.00
7	Chatsworth Park South	12	Installation of playground equipment portion of outdoor improvement project.	58F6-15-2503	A-II (Excess)	Dec-17	\$250,000.00	\$0.00	\$250,000.00
8	Chatsworth, Mason, Northridge & Winnetka Park Air Conditioners	12	Replace air conditioning units at Chatsworth and Mason Parks and Northridge and Winnetka Recreation Centers.	58F6-00-1239	A-II (PPD)	Jul-08	\$266,933.49	\$266,933.49	\$0.00
9	Cypress Recreation Center Park Development	1	Outdoor redevelopment, including irrigation, turfing, landscaping, lighting, game courts/sports field improvements and handicap access modifications.	58F6-94-0184	A-I (PPD)	Mar-15	\$45,000.00	\$45,000.00	\$0.00
10	David M. Gonzales Recreation Center (formerly Pacoima)	7	The demolition of the existing boxing facility and the construction of new boxing facility including a HVAC unit and parking lot improvements	58F6-00-1252	A-II (PPD)	Jul-09	\$100,000.00	\$100,000.00	\$0.00
11	Delano Recreation Center Community Building	6	Design and construction of a 12,000 square foot free-standing community building featuring gym, craft room, kitchen, meeting rooms, restrooms and director's office.	58F6-94-0183	A-I (PPD)	Apr-08	\$2,100,000.00	\$2,100,000.00	\$0.00
12	Eagle Rock Recreation Center Childcare	14	Construction of a 3,000 to 3,500 square foot structure to provide day and after-school care for school-age children. Structure will consist of main activity/crafts room, quiet time room, director's office, separate adult and child restrooms, storage room and custodial/maintenance room.(Phase I)	58F6-94-0142	A-I (PPD)	Dec-08	\$269,004.02	\$269,004.02	\$0.00
13	Echo Park Area Child Care Center	1	Design and construction of a 3,000 to 3,500 square foot structure to provide day and after school care for school-age children. Structure will consist of main activity/crafts room, quiet time room, director's office, separate restrooms for adults and children, storage room and custodial/maintenance room.	58F6-97-0570	A-I (PPD)	Jul-15	\$350,001.00	\$350,001.00	\$0.00
14	Echo Park Redevelopment	1	Redevelopment of outdoor areas, including improvements to irrigation, turf, landscaping, lighting, sports field and modifications to improve access for the disabled; refurbishment of the recreation center/community building, & replace aeration blowers in Echo Park Lake.	58F6-94-0151	A-I (PPD)	Jun-00	\$555,000.00	\$555,000.00	\$0.00
15	El Sereno Recreation Area	14	Construction of pathways, landscaping, irrigation, and fencing.	58F6-13-0906	A-I (PPD)	Feb-15	\$131,384.24	\$131,384.24	\$0.00
16	El Sereno Recreation Center Improvements	14	Installation of a restroom facility at the baseball field and other amenities.	58F6-15-2479	A-II (Excess-Spec)	Apr-17	\$205,437.89	\$0.00	\$205,437.89

RAP PROPOSITION A GRANT PROGRAM FUNDS PROJECT LIST

STATUS REPORT AS OF: SEPTEMBER 1, 2016

No.	Project Name	CD	Project Scope	Grant No.	Fund Type	Estimated Completion Date-Completion Date	Total Grant Amount	Total Grant Receipts	Remaining Grant Balance
17	Evergreen Recreation Center Childcare	14	Design and construction of a 3,000 - 3,500 square foot structure to provide day and after-school care for school-age children. Structure will consist of main activity/crafts room, quiet time room, director's office, separate adult and child restrooms, storage room and custodial/maintenance room.	58F6-94-0146	A-I (PPD)	Aug-10	\$350,000.00	\$350,000.00	\$0.00
18	Fred Roberts Recreation Center Park Development	9	Redevelopment of outdoor areas including improvements to irrigation, turf, landscaping, lighting and game courts/sports field, and modifications to improve access for the disabled.	58F6-94-0114	A-I (PPD)	Dec-08	\$170,736.90	\$170,736.90	\$0.00
19	Gompers Middle School Soccer Field	15	Design and construction of a soccer field, including grading, irrigation, turfing, fencing, bleachers, lighting, and drinking fountains.	58F6-97-0571	A-I (PPD)	Jun-01	\$200,000.00	\$200,000.00	\$0.00
20	Griffith Observatory	4	Renovation of existing observatory structures and construction of approximately 30,400 square feet of program space, including, but not limited to, library/education center, administrative offices, food service area and galleries.	58F6-00-1245	A-I (PPD)		\$500,000.00	\$500,000.00	\$0.00
21	Hollaigh Bemson Outdoor Fitness Equipment	12	Site preparation, purchase and installation of outdoor fitness equipment	58F6-13-1376	A-II (PPD)	Apr-16	\$33,066.51	\$33,066.51	\$0.00
22	Hubert H. Humphrey Recreation Center Children's Play Area	7	Construction and installation of a children's play area	58F6-00-1236	A-II (PPD)	Apr-16	\$50,000.00	\$50,000.00	\$0.00
23	Jim Gilliam Recreation Center Putting Greens	10	Construct two putting greens and install irrigation, fencing and benches on slabs	58F6-99-1134	A-II (PPD)	Jul-01	\$200,000.00	\$200,000.00	\$0.00
24	Lafayette Park Bldg. Refurbishment/Park Development	10	Redevelopment of outdoor areas, including improvements to irrigation, turf, landscaping, lighting and game courts/sports field; modifications to improve access for the disabled; and refurbishment of recreation center/community building.	58F6-94-0106	A-I (PPD)	Nov-02	\$549,634.00	\$549,634.00	\$0.00
25	Lakeview Terrace Recreation Center Park Development	2	Development of the newly acquired property adjacent to the Lakeview Terrace Recreation Center, including grading, bank stabilization, erosion control, irrigation and landscaping, court lighting and parking lot construction. Construction of two meeting rooms, replacement of existing restrooms and kitchen with disabled accessible ones, replacement of damaged portions of ceiling, ADA improvements throughout the building, paved parking lot and minor restorative landscaping.	58F6-95-0351	A-I (PPD)	Sep-99	\$700,000.00	\$700,000.00	\$0.00
26	Lanark Park	3	Refurbish/replace sports field lighting.	58F6-00-1235	A-II (PPD)	Aug-05	\$50,000.00	\$50,000.00	\$0.00
27	Lanark Recreation Center Redevelopment	3	Site redevelopment including irrigation, turfing, landscaping, lighting, game courts/sports field improvements, handicap access modifications and recreation center/community building refurbishments.	58F6-95-0253	A-I (PPD)	Mar-02	\$500,000.00	\$500,000.00	\$0.00
28	Leimert Park Restroom Development	8	Various improvements to the park including: demolition of existing restroom, design and construction of a replacement restroom, irrigation, lighting, landscaping, paving and picnic area.	58F6-95-0420	A-I (PPD) \$600K A-II (PPD)	Oct-02	\$775,000.00	\$775,000.00	\$0.00
29	Markham Middle School Sports Fields	15	Design and construction of a soccer field and baseball diamond featuring grading, irrigation, turfing, fencing, bleachers, and drinking fountains.	58F6-97-0572	A-I (PPD)	Oct-02	\$300,000.00	\$300,000.00	\$0.00
30	McCroarty Park Development	2	Redevelopment of outdoor area at McCroarty Park, including improvements to irrigation, turf, landscaping, lighting, game courts and sports courts, and modifications to improve access for the disabled.	58F6-94-0103	A-I (PPD)	Mar-00	\$150,000.00	\$150,000.00	\$0.00
31	Northeast Park (aka El Sereno North Park)	14	General improvements to park to include site preparation, paving, fencing, irrigation, landscaping and lighting.	58F6-00-1244	A-II (PPD)	Jun-03	\$85,000.00	\$85,000.00	\$0.00
32	Palisades Recreation Center Gym Building	11	Design and construct an 8,000 square foot gymnasium building featuring a basketball court, restrooms and director's office.	58F6-94-0205	A-I (PPD)	Jun-02	\$1,000,000.00	\$1,000,000.00	\$0.00



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STATUS REPORT AS OF: SEPTEMBER 1, 2016

No.	Project Name	CD	Project Scope	Grant No.	Fund Type	Estimated Completion Date-Completion Date	Total Grant Amount	Total Grant Receipts	Remaining Grant Balance
33	Palms Area Child Care Center	5	Design and construction of a 3,000 to 3,500 square foot structure to provide day and after school care for school-age children. Structure will consist of main activity/crafts room, quiet time room, director's office, separate toilet rooms for adults and children, storage room and custodial/maintenance room.	58F6-97-0550	A-I (PPD)	Aug-06	\$350,000.00	\$350,000.00	\$0.00
34	Pan Pacific Senior Activity Center (formerly West Wiltshire)	4	Design and construction of a 10,000 square foot Senior Citizen's Center featuring meeting rooms, craft rooms, kitchen, restrooms and director's office adjacent to the existing community building.	58F6-95-0267	A-I (PPD)	May-07	\$975,000.00	\$975,000.00	\$0.00
35	Paxton Recreation Center Park Development	7	Outdoor redevelopment, including improvements to irrigation, turf, landscaping, lighting, game courts and sports field and modifications to improve access for the disabled.	58F6-94-0150	A-I (PPD)	Oct-14	\$150,000.00	\$150,000.00	\$0.00
36	Peck Park Gymnasium	15	Design and construction of a 2,100 square foot facility to accommodate seating for 550 spectators with fixed and retractable bleachers; two club rooms, each with rough underground plumbing for future conversion to locker/shower rooms; staff offices; storage rooms; kitchenette; and toilets.	58F6-96-0476	A-I (PPD)	May-00	\$1,400,000.00	\$1,400,000.00	\$0.00
37	Plaza De La Raza	1	Renovation of existing community program center (roof, parking lot).	58F6-01-1283	A-II (PPD)	Dec-16	\$800,000.00	\$276,574.29	\$523,425.71
38	Plaza De La Raza General Improvements	1	Renovation of parking lot including landscaping and lighting improvements.	58F6-15-2492	A-II (Excess)	Dec-16	\$70,000.00	\$0.00	\$70,000.00
39	Rancho Cienega Childcare Center	10	Construction of a recreational childcare facility.	58F6-00-1251	A-I (PPD)	Sep-03	\$70,000.00	\$17,265.83	\$52,734.17
40	Rancho Cienega Recreation Center Stadium Improvements	10	Refurbishment of the Jackie Robinson Stadium, including refurbishment/removal and replacement of existing running track.	58F6-95-0263	A-I (PPD)	Nov-99	\$250,000.00	\$250,000.00	\$0.00
41	San Pedro High School Sports Field	15	Build a sports field to be a joint use project with the Department of Recreation and Parks and the Los Angeles Unified School District. Project to include fencing, turf, irrigation, lighting, bleachers, concession, restrooms, scoreboard, softball field, football/soccer field, baseball field, and basketball courts.	58F6-00-1232	A-II (PPD) \$950k A-II (Spec)	Sep-02	\$1,500,000.00	\$1,500,000.00	\$0.00
42	Sepulveda Dam Recreation Area - Franklin Fields	12	Installation of barriers to prevent vehicles from crossing the bike path and to create a safety buffer zone and safety improvements including replacement of walking/bike path including ADA drinking fountain; turf reduction and irrigation connecting to Franklin Fields	58F6-00-1238	A-II (PPD)	Mar-16	\$130,000.00	\$130,000.00	\$0.00
43	Sheldon Arleta Phase II/A	6	Construction of three (3) soccer fields, one (1) baseball field, parking, irrigation, drinking fountains, fencing, pre-fabricated restroom building, and all supporting utilities	58F6-13-0903	A-I (PPD) \$150,384 A-I (Spec)	Apr-15	\$152,885.72	\$137,570.15	\$15,315.57
44	Silverlake Recreation Center Park Development	13	Redevelopment of outdoor areas, including improvements to irrigation, turf, landscaping, lighting and game courts/sports field, and modifications to improve access for the disabled.	58F6-94-0105	A-I (PPD)	Mar-98	\$350,000.00	\$350,000.00	\$0.00
45	South Park Sports Field Improvements	9	Construction of a synthetic soccer field and amenities	58F6-15-1381	A-II (PPD) \$90,685.09 A-II (Spec)	Mar-16	\$128,758.50	\$0.00	\$128,758.50
46	Stonehurst Recreation Center	2	Facility upgrades and creation of an equestrian area.	58F6-00-1240	A-II (PPD)	Mar-08	\$112,500.00	\$112,500.00	\$0.00
47	Stratman Park North Restroom Building	2	Install a new State approved restroom/concessions building, including infrastructure	58F6-13-0905	A-I (PPD)	Aug-14	\$75,000.00	\$75,000.00	\$0.00
48	Studio City Mini Park	2	Outdoor redevelopment including irrigation, turfing, landscaping, lighting, game courts/sports field improvements, handicap access modifications and installation of playground equipment.	58F6-95-0264	A-I (PPD)	Jul-04	\$144,736.79	\$144,736.79	\$0.00
49	Sunland Recreation Center	2	Improvements to the parking lot, pathway and drainage.	58F6-01-1282	A-II (PPD)	May-03	\$151,360.00	\$0.00	\$151,360.00

**RAP PROPOSITION A GRANT PROGRAM FUNDS PROJECT LIST**

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No.	Project Name	CID	Project Scope	Grant No.	Fund Type	Estimated Completion Date-Completion Date	Total Grant Amount	Total Grant Receipts	Remaining Grant Balance
50	Sycamore Grove Park Redevelopment	1	Redevelopment of outdoor areas, including improvements to irrigation, turf, landscaping, lighting and game courts/sports field, and modifications to improve access for the disabled.	58F6-94-0110	A-I (PPD)	Jun-94	\$250,000.00	\$250,000.00	\$0.00
51	Tarzana Area Child Care Center	3	Design and construction of a 3,000 to 3,500 square foot structure to provide day and after-school care for school-age children. Structure will consist of main activity/crafts room quiet time room, director's office, separate toilet rooms for adults and children, storage room and custodian/maintenance room.	58F6-97-0552	A-I (PPD)	Oct-14	\$350,000.00	\$350,000.00	\$0.00
52	Via Dolce Park	11	The design and construction of a .147 acre (6,400 sq. ft.) park adjacent to the Grand Canal in Marina Del Rey.	58F6-18-1387	A-II (PPD)	Dec-18	\$204,660.33	\$0.00	\$204,660.33
53	Victory-Vineland Childcare Center	2	Construction of a recreational child care facility.	58F6-01-1255	A-II (PPD) A-I (Spec)	Apr-08	\$233,895.00	\$233,895.00	\$0.00
54	West Hills Park Development	3	Redevelopment of outdoor areas, including improvements to irrigation, turf, landscaping, lighting and game courts/sports field, and modifications to improve access for the disabled.	58F6-94-0108	A-I (PPD)	Jun-05	\$149,892.08	\$149,892.08	\$0.00
55	Westchester Recreation Center Gymnasium	11	Design and construction of a 9,000 square foot addition to an existing community building featuring a gym, restrooms, director's office, and surrounding landscape.	58F6-94-0113	A-I (PPD)	Nov-14	\$830,000.00	\$830,000.00	\$0.00
56	Westside Neighborhood Park Children's Play Area	10	Construction and installation of a children's play area	58F6-99-1131	A-II (PPD)	Oct-14	\$155,000.00	\$155,000.00	\$0.00
57	Whitsett Synthetic Soccer Field	2	Construction of a new synthetic soccer field	58F6-15-1380	A-II (PPD)	Dec-17	\$164,973.49	\$0.00	\$164,973.49
58	Winnetka Park Improvements	3	General improvements at Winnetka Park including the installation of children's play equipment, ballfield bleachers, BBQ grills, and the replacement of the existing sportsfield lighting.	58F6-00-1242	A-II (PPD)	Jun-15	\$196,456.00	\$138,287.95	\$58,168.15
<b>Sub-Totals (Various Recreational Facilities):</b>							<b>\$21,705,455.45</b>	<b>\$18,630,621.54</b>	<b>\$3,074,833.81</b>
<b>GRAND TOTALS PPD, Comp, Excess Funds:</b>							<b>\$36,789,226.05</b>	<b>\$33,519,906.35</b>	<b>\$3,269,319.70</b>
<b>TOTAL PROJECT GRANTS PPD/Comp/Excess:</b>							<b>87</b>		
<b>TOTAL PROJECT GRANTS:</b>							<b>159</b>		
<b>GRAND TOTALS ALL FUNDING:</b>							<b>\$131,030,368.46</b>	<b>\$126,096,424.52</b>	<b>\$4,933,943.93</b>
<b>NOTES:</b>									
1 - Prop A-I - Funds expired in 2015									
2 - Prop A-II - Funds expire in 2019									

## MATTERS PENDING

Matters Pending will be carried for a maximum of six months, after which time they will be deemed withdrawn and rescheduled whenever a new staff report is received.

### GENERAL MANAGER'S REPORTS:

<u>ORIGINALLY PLACED ON BOARD AGENDA</u>	<u>PLACED ON MATTERS PENDING</u>	<u>DEEMED WITHDRAWN</u>
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None

### BIDS TO BE RECEIVED:

09/27/16	West Wilshire (Pan Pacific) Park – Improvements to Athletic Fields: Baseball/Softball and Soccer Fields (W.O. #E170496F)
09/27/16	Stonehurst Recreation Center – ADA Facility Upgrades (W.O. #E170243F)
09/27/16	Evergreen Recreation Center – ADA Facility Improvement (W.O. #E170382F)

### PROPOSALS TO BE RECEIVED:

09/13/16	Management and Operation of a Recreational Child Development and Childcare Center at Bellevue Recreation Center
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### QUALIFICATIONS TO BE RECEIVED:

11/03/16	Fence and Wall Installation, Maintenance and/or Repairs
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