

BOARD REPORT

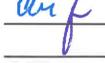
NO. 16-094

DATE April 20, 2016

C.D. 4

BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: GRIFFITH PARK — TRAVEL TOWN TRANSPORTATION MUSEUM — AMERICANS WITH DISABILITIES ACT PARKING LOT IMPROVEMENTS (PRJ20892) PROJECT — ALLOCATION OF QUIMBY FEES; EXEMPTION FROM CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE III, SECTION 1, CLASS 3 (6), CLASS 11 (3, 6) OF THE CITY CEQA GUIDELINES

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



General Manager

Approved _____ Disapproved _____ Withdrawn _____

RECOMMENDATIONS

1. Approve the scope of the Griffith Park — Travel Town Transportation Museum — Americans With Disabilities Act (ADA) Parking Lot Improvements (PRJ20892) project, as described in the Summary of this report;
2. Authorize the Department of Recreation and Parks' (RAP) Chief Accounting Employee to transfer Fifty Thousand Dollars (\$50,000.00) in Quimby Fees from the Quimby Fees Account No. 89460K-00 to the Griffith Park Account No. 89460K-GB;
3. Approve the allocation of Fifty Thousand Dollars (\$50,000.00) in Quimby Fees from the Griffith Park Account No. 89460K-GB for the Griffith Park — Travel Town Transportation Museum — ADA Parking Lot Improvements (PRJ20892) project;
4. Find that the actions taken by the Board of Recreation and Park Commissioners (Board) herein are exempt from the California Environmental Quality Act (CEQA); and,
5. Authorize the RAP's Chief Accounting Employee to make technical corrections as necessary to carry out the intent of this Report.

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SUMMARY

The Travel Town Transportation Museum is located at 5200 Zoo Drive within Griffith Park. This Museum features locomotive exhibits as well as a miniature railroad ride. Approximately 18,155 City residents live within one-half mile walking distance of Griffith Park. Due to the size of the park and the facilities, features, and services it provides, Griffith Park meets the standard for a Community Park, as defined in the City's Public Recreation Plan.

PROGRAM HISTORY

Former State legislator John P. Quimby recognized that recreation and park facilities and programs reduce crime, enhance property values and improve the quality of life in our neighborhood and communities. They provide positive alternatives for youth, families and senior citizens that are needed in a large, urban metropolis. Mr. Quimby initiated State legislation that permitted cities and counties to require the dedication of land, or the payment of a fee, as a condition of local residential tract map approval (subdivisions). The City of Los Angeles implemented the Subdivision (Quimby) Fees Trust in 1971 (Ordinance 141,422). The City Planning Department calculates fees for affected subdivisions and zone changes.

The Zone Change Fee was originated by City Councilmember Howard Finn. The Zone Change Ordinance was approved in 1985. This law applies only to the finalization of Zone Changes for multiple residential projects. The fee schedule for Zone Change is the same as for Quimby.

Some residential developments do not pay either Quimby or Zone Change Fees, paying only a small fee called the Dwelling Unit Construction Tax (\$200 per unit) which goes into the City's Sites and Facilities Fund.

RAP may use Quimby and Zone Change Fees only for park capital improvements, including the acquisition of land, design and construction of park and recreational improvements, and park rehabilitation projects. Quimby and Zone Change fees may not fund expenses for park operations, materials and supplies, or equipment.

Allocations are made within one (1) mile of a park facility for neighborhood parks and two (2) miles for community parks from the point of collection to ensure that residents of the new residential projects benefit from the facilities their funds helped to acquire, create, or improve. This distance represents a recommended service radius for neighborhood and community facilities outlined in the Public Recreation Plan of the City's General Plan. In addition, funds have historically been used in the Council District in which they were collected and must be committed to a project within five (5) years after the payment of the fees or the issuance of building permits on one-half of the lots created by the subdivision, whichever occurs later.

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PROJECT DEVELOPMENT

The proposed scope of work includes ADA improvements to the Travel Town Transportation Museum parking. The need for this project was identified through a review of facility infrastructure needs and available funding. Staff from the RAP's Planning, Construction, and Maintenance Branch has reviewed this proposed project and determined that it is necessary and would be of benefit to park users. The Griffith Park Superintendent and the Council Office are all in support the proposed project.

Staff anticipates that the Griffith Park – Travel Town Transportation Museum – ADA Parking Lot Improvements (PRJ20892) project will be completed using City forces and/or City contract vendors. Upon approval of this report, project implementation can proceed.

PROJECT FUNDING

Upon approval of this Report, Fifty Thousand Dollars (\$50,000.00) in Quimby Fees can be transferred from the Quimby Fees Account No. 89460K-00 to the Griffith Park Account No. 89460K-GB and allocated to the Griffith Park – Travel Town Transportation Museum – ADA Parking Lot Improvements (PRJ20892) project. These fees were collected within two (2) miles of Griffith Park, which is the standard distance for the allocation of Quimby Fees for community recreational facilities.

TREES AND SHADE

The approval of this project will have no impact on existing trees or shade at the Travel Town Transportation Museum, and no new trees or new shade are proposed to be added to Travel Town Transportation Museum as a part of this project.

ENVIRONMENTAL IMPACT STATEMENT

Staff has determined that the subject project will consist of modifications to existing park facilities involving negligible or no expansion of the use and placement of a new accessory structures. Therefore, the project is exempt from the provisions of CEQA pursuant to Article III, Section 1, Class 1(3,4) of the City CEQA Guidelines.

FISCAL IMPACT STATEMENT

The approval of this allocation of Quimby Fees will have no fiscal impact on RAP as the implementation of the proposed park capital improvements will not increase the level of daily maintenance required at this facility. The maintenance of the proposed park improvements can be performed by current staff with no overall impact to existing maintenance service.

This Report was prepared by Meghan Luera, Management Assistant, Planning, Construction, and Maintenance Branch.