

Appendix C.4
Public Comments (P/PH)
P1-P379

From: Topher Hendricks [topherhendricks@gmail.com]
Sent: 10/17/2022, 12:03 PM
To: laart@metro.net
Subject: Los Angeles Aerial Rapid Transit public comment

Hello Metro folks!

Longtime Metro-rider / enthusiast and downtown property owner here. As someone who lives within blocks of Union Station, I am your prime target for being a regular gondola-rider. I almost always take the Dodger Express to the games. The shiny renderings of the gondola are fun and futuristic, but I am shocked at how this project seems to be moving forward without any consideration at all to **cheaper, more effective, longer-lasting, simpler, easier-to-maintain solutions.**

P1-1

The extremely-obvious Occams Razor solution to anyone who isn't just a politician hoping for a photo op that you have been ignoring is a **simple sidewalk**. Certainly not a perfect solution, or an elegant one, but the fact that a gondola is being discussed AT ALL before the simplest, more pure, cheapest transportation solution exists to the stadium is a joke. The current sidewalks to the stadium are deathtraps, ending abruptly, or going comically so far out of the way that it feels like the city is intentionally punishing anyone who decides to walk. **To go from downtown to Dodgers Stadium on foot is currently a cruel experience.** How is there not even just a single set of stairs from **Lookout Drive** to the stadium that is barely a few feet away up a hill? Instead you're forced to go nearly a mile out of your way on an extremely dangerous route (especially if traveling with children).

P1-2

Don't even get me started on the lack of **protected bike lanes**. It would be a golden opportunity to get new riders to experience the electric bikes of the **Metro bike** fleet if there were docks at the stadium and convenient & safe protected bike lanes from downtown or at least to Sunset Blvd. (Plus in combination with protected lanes down Sunset Blvd would also help cut down on traffic to/from the stadium, especially for locals)

P1-3

Look at the baseball stadiums that have stood the test of time in our country, like **Wrigley and Fenway**. These are supremely walkable stadiums, with bars, restaurants, & housing a mere stones throw away. Los Angeles has MUCH better weather for walking around all year, so we deserve a stadium that embraces what makes this city so great. Allowing people to safely and conveniently walk & bike to the stadium would **help local businesses thrive**, as people get to experience the neighborhood instead of just flying over it in a cramped box after stressfully waiting in long lines. People could get to the stadium earlier, and hang out later, rather than trying to rush in & out because they feel like they have to.

P1-4

Metro struggles with funding all the time; a quick glance at our shadeless bus stops, or our dismally infrequent & filthy subway (I say this as a daily rider, metrobike annual pass holder, and huge supporter for the potential our system has), and it is insane to think Metro will be able to keep up the necessary maintenance for a gondola, when a simple sidewalk and a flight of stairs would get so many people up to Dodgers Stadium so much more efficiently (in terms of nearly every metric, like energy, cost, time, labor, etc).

P1-5

Properly accessible sidewalks (and protected bike lanes with Metro bike docks) are the first step towards making Dodgers Stadium the world class experience that LA deserves, at a fraction of the cost of the gondola, and comparatively require little-to-no-maintenance. I'm not saying a flat-out no to the

P1-6

gondola, but come on. Do the easy obvious stuff first that has been proven to work and then go from there. Lets focus on REAL solutions that will last before we get to the gimmicks.

Thanks,

Topher T. Hendricks

topherhendricks@gmail.com
(908)256-3558

From: Bert Glatstein [bertglats@gmail.com]

Sent: 10/17/2022, 10:35 AM

To: laart@metro.net

Subject: Questions RE: Draft EIR for Los Angeles Aerial Rapid Transit project

- 1) Who are the principals behind LA Aerial Rapid Transit Technologies LLC P2-1
- 2) how much public money has been expended to date on this project P2-2
- 3) How much public money will be expended in the future P2-3
- 4) who is paying for the right of way for this project P2-4
- 5) what contingencies are being made for in the event of LA Aerial Rapid Transit Technologies LLC declaring bankruptcy (particularly given the history of Frank McCourt) P2-5
- 6) would this fare required system be used more frequently than the free Dodger Express P2-6
- 7) How would the so called 'improvements' to LA Historic Park affect current park usage P2-7
- 8) Has there been any study to compare cost effectiveness of this project versus adding lighting and sidewalk improvements from Dodger Stadium to Chinatown Station P2-8
- 9) Does the 5000 per hour ridership account for waiting times at either end P2-9
- 10) Other than 81 Dodger games per year what is the anticipated usage P2-10
- 11) does the 1 mph speed at stations accommodate ADA passengers P2-11
- 12) Proposed fare P2-12
- 13) Cost comparison between TSM Alternative and LA Aerial Rapid Transit Technologies P2-13
- 14) what effect would the construction and operation have on area residents?, would payments have to be made and if so who would be liable P2-14
- 15) How much money has Frank McCourt contributed to city officials

Thank you for your consideration of these questions

Bert Glatstein
Pasadena, CA

From: Israel Vasquez [israelv53@gmail.com]
Sent: 10/17/2022, 9:35 PM
To: laart@metro.net
Subject: NO - Aerial Rapid Transit

Hello,

I am reaching out as a concerned citizen, and I do not support the Gondola.
First and foremost, this is not the most efficient and rapid solution. We either need a tram system that connects directly or nearby the Union Station or establish a dedicated BRT to bring folks to the stadium.

There are several real-world solutions that can benefit the community and local businesses.

Thank you.

--

Israel Vasquez
(805) 280-6006 (c)
israelv53@gmail.com

P3-1

From: RILEY MCNAIR [rileymcnair@g.ucla.edu]

Sent: 10/18/2022, 12:04 PM

To: laart@metro.net

Subject: Gondola Feedback

Warmly,

As a member of the UCLA community, the gondola is a public transportation failure with a low capacity of 5000 per hour. We must strive to to do better.

-Riley McNair

|
P4-1
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From: Jack Humphreville [jackh@targetmediapartners.com]

Sent: 10/18/2022, 9:33 AM

To: laart@metro.net

Subject: Gondola

How is the Gondola project going to be financed?

Is the metro or the public a source of funding?

Jack Humphreville

Los Angeles, California

323-449-2268 mobile

P5-1

From: James Martin [jamesrussellmartinjr@gmail.com]

Sent: 10/18/2022, 7:53 PM

To: laart@metro.net

Subject: No on the Gondola Project

I am completely opposed to this project as designed.

Please don't build this across LA State Historic Park. It will definitely mess up a complete jewel of a park for the city.

People hate the gondola idea. It should be stopped now.

-- James Martin
CD13

P6-1

P6-2

P6-3

From: Alexander Kargher [akargher@gmail.com]
Sent: 10/18/2022, 5:58 PM
To: laart@metro.net
Subject: DEIR re Gondola

Dodger's Stadium and ostensibly the parking lot owners have done little to nothing to improve access to the stadium for people who do not wish to drive. Every time I bike to the Stadium I am met with fewer and fewer places to park my bike. The pedestrian infrastructure around the stadium is poorly maintained and intersects with huge volumes of vehicular traffic once you get on site. If the City effectively enforced the bus only lanes on Sunset then the buses would work.

P7-1

It would be pretty easy and cost effective to make it safer to get to Dodger's Stadium without driving. Improving walking access and upgrading the parking lots to accommodate pedestrians and bikes and buses over private passenger cars is inexpensive. But instead of doing any of these things, the proposal is to build a gondola. This is not "Field of Dreams". If you build it, the multimodals / carbon neutral folks won't come.

P7-2

Not only is this proposal incredibly expensive and highly engineered, but the long term maintenance costs apparently are irrelevant. And this is all before you consider the impact this will have on one of the best greenspaces near DTLA and the surrounding community in Solano Canyon.

P7-3

At bottom, the City should use its resources (and so should the Dodger's and McCourts) to improve the existing infrastructure before it disrupts everything on this quagmire.

P7-4

--
Alexander M. Kargher
2006 Alta Street
Los Angeles, CA 90031
484 881 1187

From: [lightpeg4@gmail.com]
Sent: 10/20/2022, 7:03 PM
To: laart@metro.net
Subject: FW: Los Angeles Aerial Rapid Transit

Hi all:

If this is to be ZERO EMISSIONS and running EVERY DAY, what is the power source?

If the power source is ELECTRICITY, then it can not be zero emissions. We already are short of power in the LA area (rolling brown/black-outs) so our electricity still comes from burning coal and other fossil fuels even if outside of California.

|
P8-1
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If the point is to reduce parking congestion, where will the 5,000 people (per hour) park at the “origin” of their trips. Are you not just moving the congestion from dodger stadium to outlying areas (which will create their own problems?).

|
P8-2
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I’m not sure what problem this solves, and am NOT in favor of it at the moment.

Since it was an UNSOLICITED bid request, I would like to “follow the \$” to see who stands to benefit from this.

|
P8-3
|

Thanks.

Margaret Light

From: Metro Aerial Rapid Transit <laart@metro.net>
Sent: Monday, October 17, 2022 9:17 AM
To: lightpeg4@gmail.com
Subject: Los Angeles Aerial Rapid Transit



LAART: Notice of Availability Draft EIR

LA Aerial Rapid Transit Technologies LLC is proposing the Los Angeles Aerial Rapid Transit Project, which would connect Los Angeles Union Station to the Dodger Stadium property with an intermediate station at the Los Angeles State Historic Park via **a zero emission aerial rapid transit gondola system** in downtown Los Angeles. Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency under the California Environmental Quality Act (CEQA) and has prepared a Draft Environmental Impact Report (DEIR) to evaluate the potential for environmental impacts resulting from the proposed Project.

[A Draft Environmental Impact Report \(EIR\) was released today, October 17, 2022 for public review and comment.](#) This milestone document evaluates the proposed Project, including its potential impacts and mitigation measures, as well as Alternatives to the proposed Project.

For more information please visit www.metro.net/aerialrapidtransit

Join Us For Public Participation Opportunities!

Informational Workshops

You can learn more about the proposed Project and the key analysis and conclusions of the DEIR and ask questions at these two meeting. These two meetings will cover the same content.

Virtual Meeting Via Zoom:

Saturday, October 22, 2022; 10am to 12pm

Zoom Link: <https://us06web.zoom.us/j/84406443949>

Webinar ID: 844 0644 3949

Call-in: 669.900.6833

In-Person: Downtown LA/Chinatown:

Tuesday, October 25, 2022; 5pm to 7pm

Los Angeles Union Station Ticket Concourse
800 N Alameda St, Los Angeles, CA 90012

Public Hearing

You can learn more about the proposed Project and DEIR and provide your formal public comment at these meetings. These two meetings will cover the same content.

In-Person: Downtown LA/Chinatown:

Saturday, December 10, 2022; 10am to 12pm

Los Angeles Union Station Ticket Concourse
800 N Alameda St, Los Angeles, CA 90012

Virtual Meeting Via Zoom:

Tuesday, December 13, 2022; 5pm to 7pm

Zoom Link: <https://us06web.zoom.us/j/81616012818>

Webinar ID: 816 1601 2818

Call-in: 669.900.6833

How to Comment on the DEIR

Phone: 213.922.6913

Email: LAART@metro.net

Web: metro.net/projects/aerial-rapid-transit/

Mail: Mr. Cory Zelmer

Deputy Executive Officer, Metro

One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

Public Hearings: At the Public Hearings on December 10 and 13, all comments concerning the DEIR must be received no later than 5:00pm on Friday, December 16, 2022.



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This email was sent to lightpeg4@gmail.com

From: Aram Hacobian [aramhacobian@gmail.com]

Sent: 10/21/2022, 5:07 PM

To: laart@metro.net

Subject: Comments on LA ART

Hi,

I don't believe this project is necessary although it would be cool if it was built.

Gondolas don't carry nearly as many passengers per hour as buses do and I think the best option is to have exclusive bus lanes for the Dodger Stadium Express for home games or better yet, relocate Dodger Stadium to somewhere more transit accessible.

P9-1

P9-2

From: Brian VanRiper [brian@methodcampaigns.com]

Sent: 10/21/2022, 4:59 PM

To: laart@metro.net

Subject: Public comment

Seems like a cool idea. Will this really tie together a few metro stations and lines, with dodger stadium?!

-Brian VanRiper

Sent from my iPhone



P10-1

From: Rachel Orfila [rachelorfila@yahoo.com]
Sent: 10/21/2022, 5:20 PM
To: laart@metro.net
Subject:

Dear Metro Representative,

I'm writing in support of the proposed gondola to Dodger Stadium. I think this would be a wonderful way to reduce carbon emissions and give fans another car-free option to get to games. Traffic congestion before and after games is a big problem, and I think the gondola would give fans a great incentive to get out of their cars! I also think it would be a fun addition to the neighborhood, for both tourists and locals.

I really hope this project moves forward quickly. I look forward to riding it someday soon!

Sincerely,
Rachel Orfila

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P11-1

From: Jean Albrick [jeanalbrick@gmail.com]

Sent: 10/22/2022, 8:06 AM

To: laart@metro.net

Subject: LA , Stadium GONDOLA Proposal

Too vulnerable to Crime, Fire, Weather threats.

...Please preserve the nostalgic aura surrounding Dodger Stadium!

...Redundant, and an unnecessary mode of LA transport.

...Baseball here, NOT Disneyland!

P12-1
P12-2
P12-3

From: Jack Reed [jackreedc@gmail.com]

Sent: 10/23/2022, 8:51 AM

To: laart@metro.net

Subject: Yes gondola!

As residents of Angelino heights, we love the idea of the gondola. We cannot continue to allow NIMBYS to hold progress back. Build the gondola! --

JACK REED

WWW.JACKREED.LA

production design

art direction

set design

prop styling

802.793.0635

From: Charlie B. [charleswben@gmail.com]

Sent: 10/23/2022, 5:38 PM

To: laart@metro.net

Subject: Voicing opposition to gondola

Dear Metro,

I am a resident of the 90012 zip code and frequent Metro rider. I am sending this email to leave a comment in opposition to the Doger Stadium gondola. It is not an efficient solution to the stadium traffic and will disrupt the area of the state park it crosses. I also have concerns about rising rents in the area.

Thank you for your attention.

P14-1

P14-2

From: Tanner Vandebosch [tvandenb@students.pitzer.edu]
Sent: 10/24/2022, 11:58 AM
To: laart@metro.net
Subject: Public Comment on LA ART

Hi,

I have some concerns with the project that I wanted to share.

- The Draft EIR states that the system would have capacity to transport 5,000 people per direction per hour, but is this realistic in LA, especially with its principal purpose transporting people to baseball games (families with small children, people drinking, etc,) and with what seems to be comparatively slow boarding on the Metro Rail system relative to other cities already?

P15-1

- Would capacity be sufficient to get people to Dodger's games without severe overcrowding, especially after games? How would it manage crowds over an extended wait time? Also, how would concerts and other events be managed?

P15-2

-Is there firm evidence that the project would reduce VMTs? Is Metro studying the potential that people drive to ride it as a tourist attraction given the views from it?

P15-3

-How is the project addressing concerns it will drive gentrification in Chinatown? Will a station in the community actually have any net benefit for residents, given the L line (soon to be A line) has a nearly identical route already in service with better connection to more destinations?

P15-4

P15-5

-It seems more engagement with the Chinatown community is necessary and the community should have more of a say.

P15-6

-Why has Metro not considered non aerial tram alternatives, like a future extension of WSAB light rail or improving the existing shuttle system, to meet the needs of the community? Its construction should not preclude a more efficient, effective, and lower-cost transit option for riders to Dodger stadium.

P15-7

-No public money should be spent on the project. The project seems to have nearly no benefits for regular transit riders in LA County and that money would be better spent on other transit improvements, and Metro should consider an option that takes equitability better into account.

P15-8

Thank you,

Tanner Vandebosch



From: Michael Smith [ms2738@icloud.com]

Sent: 10/24/2022, 8:57 PM

To: laart@metro.net

Subject: Gondola!

What a great idea and a signature attraction for Los Angeles! Please do it... right into the stadium if possible!

┌ P16-1

Sent from my iPhone

From: Lynn Miller [lynnhuyen@aol.com]

Sent: 10/24/2022, 7:09 AM

To: laart@metro.net

Subject: I support the Gondola!

I support anything that will reduce the congestion in and near downtown LA. The gondola to Dodger Games will help Dodgers fans and everyone else who gets caught in game traffic.

Thank you,

Lynn Miller
15325 Whitfield Avenue

Pacific Palisades, CA 90272



P17-1

From: Joshua RANGEL [joshua.rangel@raytheon.com]

Sent: 10/24/2022, 12:35 PM

To: laart@metro.net

Subject: Comments Related to Aerial Gondola

The success of the aerial Gondola would be an incredible milestone, I truly wish for the reduction of red tape which leads to the obstruction of the success of this aerial gondola. I believe this will benefit the local fan, the last minute planner, the LA fan visiting from outside of town. This would be an incredible addition to the city and reduce carbon emissions from the dodger express that the busses produce. Traffic reduction as well.

This is key. I hope this happens and I hope we can make more marvels to downtown Los Angeles.

Let's get a WS next year! Thank you for your time, I hope we can make this work, cheers

Respectfully,

Joshua

Joshua Rangel

Joshua.Rangel@RTX.com

From: Mark Staples [urp2@yahoo.com]
Sent: 10/24/2022, 7:24 AM
To: laart@metro.net
Subject: Public Comment on Gondolas to Dodger Stadium

Good morning,

I would like to submit these comments on the proposed gondolas to Dodger Stadium. This project is not needed in any way shape or form. There is a very limited to no need or use of this gondola system from October to March of each year when there are no home games. Remember there are only 81 home games from April to September. There are only 3 stations, which serve no one other than Dodger Stadium guests. This doesn't solve any transit issue or transit need in any functional or convenience manner. One thing this project does prove is that the next subway or light rail line should go by Dodger Stadium the northward under or on Sunset Blvd. As the red and purple lines service Hollywood and Wilshire Blvds, this new subway or light rail could travel westward along Santa Monica or Melrose.

In the end this gondola project is a NO for me. I am a Dodger fan and have no need to use it to attend a game.

Thank you,

Mark Staples



P19-1
P19-2
P19-3

From: Ding [dingkalis@charter.net]

Sent: 10/24/2022, 12:04 PM

To: laart@metro.net

Subject: Link to Dodger Stadium from Union Station

Great idea if the Dodgers pay for it!

Ding Kalis

P20-1

From: Sarah Back [sarahback1@gmail.com]

Sent: 10/24/2022, 11:18 AM

To: laart@metro.net

Subject: Arial Gondola - Opposed

To Metro staff:

I live in district 1 and am opposed to this project. There are already public transit options to get to Dodger stadium - and we are in such desperate need of more transit all over the city. This feels like a pet project instead of a huge impact transit investment.

Thank you,
Sarah Back



P21-1

From: Cat Nick [catnickcontact@gmail.com]

Sent: 10/24/2022, 10:16 PM

To: laart@metro.net

Subject: Aerial Tram EIR

I am writing in SUPPORT of the aerial tram concept from the LA Metro rail line to Dodger Stadium. The concept is an emission-free way to safely transport passengers to and from games. More importantly, it is a an opportunity to utilize a new mode of transportation in Los Angeles that could have positive applications in other circumstances. Los Angeles needs to reduce its over reliance of car transportation.

—Nick
90036

P22-1

From: Chase Paules [cpaules@gmail.com]

Sent: 10/24/2022, 10:41 AM

To: laart@metro.net

Subject: Public Comment on Dodger Stadium Aerial Gondola Project

Hello,

I would like to express my support for this project, and that it should be built. Reducing car dependency and expanding non-car options for getting to and from Dodger Stadium are important goals for this city.

Chase Paules



P23-1

From: Stephanie Pincetl [spincetl@gmail.com]
Sent: 10/24/2022, 11:10 AM
To: laart@metro.net
Subject: The Gondola

It would be good to have a pedestrian pathway up to Dodger Stadium.
Sp

Stephanie Pincetl
310-245-2339
spincetl@gmail.com
10757 Westminster Ave
Los Angeles CA 90034

P24-1

My personal website has reflections on places I have traveled, experiences and current events. It also hosts articles that were not published. . .
www.spincetl.com

LA Metro

Communications Manager

Media Relations Division

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Metro provides excellence in service and support.

From: Neil Larsen [neilm-larsen@gmail.com]
Sent: 10/24/2022, 8:43 PM
To: laart@metro.net
Subject: Aerial Gondola To Dodger Stadium

To Whom It may Concern,

I am a resident of Los Angeles County, and a life long Dodgers fan. Unfortunately, due to excessive traffic and congestion at and around Dodgers stadium, I have not attended as many home games as I would have liked to within the past few years.

P25-1

I am in support of the proposed gondola system, as it offers a more convenient (and presumably enjoyable) means of traveling to a game.

P25-2

I understand that not all local residents in the surrounding neighborhoods are in support of the proposed gondola; however, there are only 81 home games during the baseball season and I'm sure certain measures could be put in place to minimize the impact/concerns by local residents.

P25-3

The gondola system is a win all around in my eyes. It will alleviate the traffic problems to Dodger stadium, enhance the experience, and be something the next generation of fans can enjoy.

I support the project and hope that it will be approved.

P25-4

Thank you,

Neil Larsen

Sent from my iPhone

From: Matt@mattschodorf.com [matt@mattschodorf.com]
Sent: 10/24/2022, 5:44 PM
To: laart@metro.net
Subject: In favor of the gondola

I am an LA resident, I frequent Dodger games, and I think the gondola is a great idea.

Thx

Matt Schodorf

P26-1

From: David Freid [dfreid@gmail.com]

Sent: 10/24/2022, 4:09 PM

To: laart@metro.net

Subject: I love the Aerial Gondola To Dodger Stadium And would love to see more projects like it all over LA!

I'm sure you guys usually only hear from the complainers, but believe me there are WAY more who are for it than who are against it.

This would not only be a needed boost to public transit, but also a fun and unique draw for tourism.

Please forward my thank you to whomever is working on making this happen.

Best,

David

P27-1

P27-2

From: Michael Bauer <mwbauer@usc.edu>
Sent: Tuesday, October 25, 2022 5:27 PM
To: LAART@metro.net
Subject: Virtual Informational Hearing

Comment Letter - P28

Hi there!

I missed the informational hearing that was held via zoom last Saturday. Was the meeting recorded and is there a link where I can view it?

Thank you!

Michael Bauer

P28-1

From: Yasmin Grewal-K k [yasmin100@gmail.com]
Sent: 10/25/2022, 6:03 PM
To: laart@metro.net
Subject: Comments on Gondola to Dodger Stadium

I live in Atwater Village, near Dodger Stadium and am 100% against building this Gondola. It is not needed, will be an eyesore, and will negatively impact the environment and natural habitats.
Thanks for considering my comments.
Yasmin Grewal-Kok

P29-1

From: Mark Whitney [immarkwhitney@gmail..com]

Sent: 10/25/2022, 9:57 AM

To: laart@metro.net

Subject: Haven't the Dodgers already stole enough from the area residents.

Don't we all know the story of the Chavez Ravene? How it was stolen from it's Hispanic residents with promises (and funds) to build public housing. Then the old bait and switch and it became Dodgers stadium.

Do you honestly plan to do this again, with promises of a Metro sky car only to create a tourist attraction that would spoil the area with overhead wires, that only benefit a few Dogers fans and corporate owners?

I suspect whoever is trying to barrel this through is a big Caruso fan. Maybe it's Rick himself. How many Dodgers home games are there is a year? I know traffic sucks when they happen, but haven't we learned to deal with it? It's not like the Stadium is getting any bigger.

I am 100% against this project. It benefits nobody but the greedy business entities which are proposing it and the politicians who readily accept their campaign contributions.

Mark Whitney

P30-1
P30-2
P30-3

From: samantha smith [ms.samdsmith@yahoo.com]
Sent: 10/25/2022, 2:55 AM
To: laart@metro.net
Subject: Dodger Stadium Grandola

Greetings,

Would this service replace the existing services already available to get to dodger stadium?

Instead, why not offer more carts at Dodger stadium to assist those walking up that super big hill or getting from entrance to entrance. If it's not broken, leave stuff alone! There are already plenty of ways to not drive to Dodger stadium. Use that money to avoid further gentrification in all our LA communities! Housing! Something useful since there's money to be spent

Thanks,
Sam

P31-1

P31-2

P31-3

From: Kyle Martin [kyle.richard.martin@gmail.com]
Sent: 10/25/2022, 12:30 AM
To: laart@metro.net
Subject: Dodger Stadium Gondola

Hello!

I am a resident of the Mozaic apartments at union station and I support the Dodger stadium gondola.

P32-1

I see no way that the 3 stations at union station, Chinatown gold line station, and Dodger stadium could gentrify the small area in between; two of them are already rail stations and the other will be in the stadium parking lot! And as much as I love Chinatown, that neighborhood needs some investment, and the gondola could actually boost tourism to the area. And tbh, I wouldn't mind seeing more of the new higher density mixed use buildings that have been built there recently (and they even have tasteful design honoring Chinatown's traditional aesthetic), as long as long-time independent businesses are not pushed out.

P32-2

If we've learned anything from the wild opening of the new 6th street viaduct, it's that Angelenos are starved for for inspiring new public infrastructure. The bulk of that should absolutely be in the form of parks and other green spaces (the gondola will actually add to the experience at LA historic park, one of our best), but just as the 6th st bridge has already become an iconic part of the city, I think the gondola will be that and more.

P32-3

The gondola can be something aspirational, inspirational, and yet also practical. I love the dodger express. But it took an hour in line just to board last time I rode and another 15 mins or so to drive up. The gondola can help relieve congestion in the buses and in traffic while making for a memorable experience unmatched by any sports stadium, and befitting a crown jewel like Dodger Stadium. And it's zero emissions to boot!

P32-4

Short of some major safety, environmental, or ethical concern, I see no reason why the gondola should not be built to help make this great city just that much greater.

P32-5

Cheers,

Kyle Martin

Sent from my iPhone

From: Robert Smolkin <robertsmolkin@gmail.com>

Sent: Wednesday, October 26, 2022 4:23 PM

To: LAART@metro.net

Subject: Innovative solution - thumbs up

The idea of gondolas transporting fans to and from Dodger Stadium by rising above the streets and traffic is an innovative and imaginative solution! I applaud all those who are spearheading this project and strongly encourage City leaders to green light this solution.

Those critics who insists the existing shuttle bus program makes this new solution unnecessary overlook how the buses continue to contribute to street level congestion, air pollution and gasoline consumption.

Count my vote as a YES.

Thanks,
Robert Smolkin

Sent from my iPhone

P33-1

From: Steve Cokonis <stevecokonis@outlook.com>

Sent: Wednesday, October 26, 2022 1:53 PM

To: LAART@metro.net

Subject: Los Angeles Gondola

Looking forward to this being built! Currently commute from Cypress park to Culver City and traffic is horrible during dodger games!

Praying this gets built!

P34-1

From: Neal Roscoe <neal@nealroscoe.net>
Sent: Wednesday, October 26, 2022 12:07 PM
To: LAART@metro.net
Subject: Aerial gondola between Union Station and Dodger Stadium

Mr. Cory Zelmer- Deputy Executive Officer Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6 Los Angeles, CA 90012

Mr. Zelmer,

Please count this Los Angeles resident as in favor of the gondola to Dodger Stadium. I think this is a great option to add to all ways to reach the Stadium. Not only might it entice more people to take public transportation to games and concerts (people who for whoever reason don't currently use the shuttle busses, etc.), but it just might be a great tourist attraction in itself.

Lets give it a try.

Thank you.

Neal Roscoe
Hollywood, CA 90068

P35-1

From: Tami Kagan-Abrams <tami@abramsgroup.org>
Sent: Wednesday, October 26, 2022 10:59 AM
To: LAART@metro.net
Subject: Gondola to Dodger Stadium

Hello-

I am very much in favor of a gondola to Dodger Stadium. I tried to go to Dodger Stadium for the first time in over 10 years for the Fluffy show this summer. It took 90 minutes to arrive and park (which was \$40) from when I left Hollywood, and even though we left before the show ended, it was still a nightmare to get out. I vowed never to return. Going there should be one of LA's best experiences, not one of its worst. The bus is not helpful, because it's stuck in the same automotive traffic but takes away your control of when you want to leave. If I could take the Metro Red Line to Union Station and the the gondola, the process would be lengthy but low cost and hopefully relatively painless. I can't believe the residents around the stadium who currently endure hours and hours of epic traffic and the loss of all available parking find the status quo acceptable.

Thank you,
Tami Kagan-Abrams
310-463-7461
90046

P36-1

P36-2

From: Grant Blakeman <grant.blakeman@gmail.com>
Sent: Thursday, October 27, 2022 8:27 PM
To: LAART@metro.net
Subject: absolutely not

I truly do not understand why Metro is allowing itself to be distracted by this project. A gondola itself is not a bad idea in some situations, but for a sports arena it will never be able to serve at the capacity/volume necessary within a game-day timeframe to put a meaningful dent in traffic reduction, carbon emissions, or access that a public transportation project should consider.

P37-1

Gondola projects that are actually successful connect population centers where demand and volume can be spread over hours and service can equitably be provided to all members of a community.

P37-2

While I like the idea of non-game-day park access, for this aspect of the project to be even remotely considered a win for the entire community of LA, it would need a commitment of no fare or a low-fare commiserate with riding a train/bus (with free transfers). This fare should not fluctuate or change depending on who is trying to access the park. In LA we should provide transit options for all (including visitors).

P37-3

Ultimately, this is a vanity project for the owner of some Dodger Stadium parking lots and the Dodgers organization itself, at best. At worst it is an abuse of public funds (and a public park, no less) to fund a private tourist attraction.

P37-4

Other projects Metro should implement long before considering this gondola project:

- * Protected bike lanes from Dodger Stadium all the way to the ball field
- * Increasing Metro Bike's e-bike fleet and making them available on game-day
- * Closing most (all?) roads throughout the park to cars at all times
- * Stairs (maybe even escalators) for better pedestrian access to both the park and the stadium
- * Putting in a permanent bus lane (separate and in addition to the protected bike lane) between both Union Station and the stadium
- * Free, frequent bus shuttle service into and around Elysian Park to serve both Dodger games and, more broadly, the park itself at all times

P37-5

-Grant Blakeman

1508 1/2 E 1st St Apt 1
Los Angeles, CA 90033

From: Matthew Mier <e.matthewmier@gmail.com>
Sent: Friday, October 28, 2022 3:23 PM
To: LAART@metro.net
Subject: Dodger Stadium Gondola

Hello,

I support this project as long as public funds are not used to build it. It is important to provide non driving fans multiple options to get to Dodger Stadium. As someone who regularly uses the Dodger Stadium Express, I can appreciate how useful it is. It is clear there is a demand for more options as the Dodger Stadium Express often has long lines.

Thank you,

Matthew

P38-1

Comment Letter – P39

Comment number has been intentionally skipped.

From: Abe Ahn <abedahn@gmail.com>
Sent: Sunday, October 30, 2022 4:53 PM
To: LAART@metro.net
Subject: Comment re: LA Art gondola plan

Dear Metro,

I am a Los Angeles resident who opposes the LA Art gondola plan to Dodger Stadium.

While I support innovative alternatives to private automobiles and road traffic in the city, this sounds like the worst kind of boondoggle and grift disguised as public-private partnership.

First of all, being one of the most rapacious and miserly private landowners in the city, Frank McCourt is not a reputable figure. He should not get to influence and impact public spaces for communities of color like Chinatown in ways that would most benefit his private business interests.

Drew McCourt and Aerial Rapid Transit Technologies LLC may have the benefit of the elder McCourt's funding, but I believe that other firms should get to propose better, more sustainable alternatives that actually meet the needs of city residents (particularly those who are most vulnerable to displacement and dispossession by development projects like the gondola).

The gondola is a short-sighted Mickey Mouse solution that will benefit tourists, the Olympics, and most of all the McCourt family -- NOT the daily lives of everyday Angelos. Please do not let this project happen.

Best,
Abe Ahn

P40-1

P40-2

From: Perrin Shannon <perrin.m.shannon@gmail.com>
Sent: Monday, November 07, 2022 8:25 PM
To: laart@metro.net
Subject: Support for LAART

Dear LAART,

As a long-term Los Angeles resident, I am thrilled to see the city considering such visionary urban transit options as the LAART for our world-class city. The gondola would be a fantastic resource to help expand mobility options in an area desperately in need of traffic relief. This is a project that will benefit local residents as well as attract tourists to a wonderful area of our city. Please push this forward! Los Angeles is in need of more innovative projects such as this!

Thank you,
Perrin Shannon

P41-1

From: Carleigh Shannon <carleightyler@gmail.com>
Sent: Monday, November 07, 2022 6:46 PM
To: laart@metro.net
Subject: LA-ART - Please move this project forward!

Dear LAART,

I am writing on behalf of the LA ART. As a long-term Los Angeles resident, I am thrilled to see the city considering such visionary urban transit options for our world-class city. The gondola would be a fantastic resource to help expand mobility options in an area desperately in need of traffic relief. This is a project that will benefit local residents as well as attract tourists to a wonderful area of our city. Please push this forward!

Los Angeles is in need of more innovative projects such as this!

Thank you,
Carleigh Shannon

P42-1



By Email (LAART@metro.net)

Mr. Cory Zelmer
 Deputy Executive Officer
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza, Mail Stop 99-22-6
 Los Angeles, CA 90012

Re: Support for Los Angeles Aerial Rapid Transit Project

Dear Mr. Zelmer:

We are writing to express our support for the proposed aerial gondola system connecting Union Station and Dodger Stadium. This project represents an opportunity for Los Angeles to become a leader in urban ropeway transit in the United States, and provide an example to other cities of new types of technologies that can be deployed to help reduce emissions and encourage transit ridership.

Doppelmayr reviewed the Alameda Station to Dodgers Stadium alignment early in the planning process to verify both feasibility of the project and the qualifications of the current project team. We are confident that not only is LA ARTT's proposed gondola system realistic, it is the best possible solution for the transportation challenge to Dodger Stadium. Aerial ropeway systems were originally designed to operate in harsh mountain environments but now have successfully proven their application as urban transit worldwide. A recent installation in Mexico City is testimony to this as well as our "soon to be constructed" gondola in Paris. Other examples around the world demonstrate the successful use of gondola systems in the urban environment.

Doppelmayr is the leader in aerial transport technology and our USA subsidiary is located in Salt Lake City, Utah. We employ more than 200 people in various disciplines including sales, engineering, technical support, fabrication, construction, and logistics. Our SLC team is an integral part of the Doppelmayr / Garaventa group with more than 3,000 employees worldwide. To date, Doppelmayr / Garaventa has built more than 15,100 installations for customers in 96 countries. We are committed to providing the best transport solutions now and for the future and would gladly share data from our extensive portfolio of projects as a reference.

Among Doppelmayr's proudest associations is our partnership with the Olympic Games. Los Angeles' future is bright with the reality of hosting another Summer Olympic Games in 2028. While we have provided many aerial systems for the Olympic Games (chairlifts, trams, gondolas, etc), in particular we wish to point out a unique 3S gondola system which was installed for the Sochi Olympics. The organizers faced a challenge in the requirement for

P43-1

providing constant access to competition sites. Much like the Dodgers Stadium, the venues in Sochi lie in an elevated location with a congested access road. The organizers looked to Doppelmayr to provide an innovative means of transport. The 3S system was selected to solve this complex issue, and the system was designed to move people quickly and efficiently. A similar gondola from Union Station to Dodgers Stadium with an intermediary station, would complement and strengthen the transit requirements for Los Angeles Olympic traffic plan.

Finally, and most importantly, the public will benefit most from the gondola solution. When it comes to passenger experience, neither buses, trains, nor automobiles can compare with that of a modern 3S gondola. Continuous cabin movement eliminates the frustrations associated with conventional mass transit waiting lines. After an easy boarding process, the passengers will enjoy a spacious and comfortable gondola cabin with access for all. The smooth flight over the streetscape allows for taking in the breathtaking views through floor to ceiling panoramic windows. Additionally, and perhaps most significant, the gondola system is extremely environmentally friendly. Within the lifecycle of the system, the operational phase is practically “zero” carbon neutral. A study demonstrating the operational efficiencies of a gondola system can be made available upon request.

In closing, we at Doppelmayr look forward to collaborating with LA ART on this exciting project. We remain available and ready to support.

Sincerely,



Katharina Schmitz
Doppelmayr USA, Inc.
President

cont'd
P43-1

From: Darren Howell <darrenhowell7@gmail.com>
Sent: 11/15/2022 7:49:26 PM
To: laart@metro.net
Subject: Grand Opening Celebration

Hi,

I am in full support of the Aerial Rapid Transit Project. We need creative, clean energy transportation solutions like this. I will attend one of the meetings and show my support.

I also wanted to help support the project by performing at the Grand Opening Celebration when it happens. Please put my name and contact information in your files for when you need it. This will be one less thing you need to plan/worry about.

My LA-based band, Acoustic Generation, performs a unique, one of a kind immersive musical experience - "Captain Flashback's Laurel Canyon Love! - Celebrating the '60s/'70s Roots of Classic Rock." It's the best bands and songs from our own legendary music scene, go-go dancers, incredible 3 & 4 part harmonies, a fun peace & love vibe with clean lyrics - crowds of all ages sing and dance along to our show.

Classic Rock appeals to the widest demographic and the good feeling, peace & love vibe will be the perfect LA energy for your Grand Opening event.

Acoustic Generation performs in Hollywood and many other venues including the LA Zoo's "Lights Event," the Green Oasis Private Event at Coachella 2016, the HopCourage Beerfest at the LA Coliseum, "Breakfast with the Beatles" on 95.5 KLOS, "Earthfest Los Angeles" sponsored by California Greenworks, the Lexus Ventura Marathon, the Whisky, Roxy, Viper Room, Boardner's, House of Blues Anaheim and many more.

Here are 2 reviews -

I had Acoustic Generation perform live on my show and they were FAB! Book "Laurel Canyon Love" as we all need more peace & love.
~ Chris Carter, host 95.5 KLOS "Breakfast with the Beatles"

A MUST SEE SHOW! I loved the crowd engagement, beautiful harmonies and great set list. The peace & love vibe blew my mind!
~ Mimi Chen, dj 88.5 KCSN "Peace, Love & Sundays"

Attached is our show logo and reference letters from large corporate events with thousands of guests.

We also organized, hosted and performed the LA Climate Change Concert at the Whisky in 2016. This sold-out event was a huge success and LA Mayor Eric Garcetti gave us a Certificate of Appreciation for our service to the city.

We would like to continue our service by performing at the launch celebration party for your great project.

Best wishes,

Darren Howell
Acoustic Generation
Captain Flashback's Laurel Canyon Love!
323.383.8952





Dear Darren,

I wanted to say thanks again for performing at the Lexus Ventura Marathon. I asked Acoustic Generation back again this year because you guys are great to work with. You show up on time with great attitudes, and you put on a great show for our audiences. Plus you are great about being flexible as something always seems to come up at these large events.

Our events are all ages and require professional entertainment with wide appeal. Acoustic Generation has great original songs, a fun Classic Rock show, and everyone loved the steel drums - there is really something for everyone.

I highly recommend Acoustic Generation to any event coordinator/Corporate planner, and I look forward to having you perform at more of our events in the future.

Thanks again.

Jen Livia
Expo Coordinator
Mile26 Events
805-827-1095
1450 E Thompson Blvd
Ventura CA 93003

cont'd
P44-2



September 7, 2016

Los Angeles County Arts Commission
1055 Wilshire Blvd., Suite 800
Los Angeles, CA 90017

RE: Acoustic Generation and the Musicians Roster

To Whom It May Concern,

I am writing to strongly recommend that Acoustic Generation be added to the Musicians Roster of the LA County Arts Commission.

I organize the EarthFest LA Festival, an annual event that includes booths for green companies and organizations, food booths, speeches, entertainment, etc. I met Darren Howell and Acoustic Generation through one of his other concert events, and I immediately knew that I needed their band and Darren to be a part of my 2015 EarthFest LA Event. The 2015 event was held in the downtown area of Culver City.

Being a supporter of green initiatives, Darren jumped right in and helped me organize the 2015 event. He attended meetings, brought together like minded people to add to the effort, provided important ideas and even got a few new speakers and vendors to exhibit at the event. His band played an excellent set of Classic Rock originals and covers that was well received by the crowd. Acoustic Generation showed up on time, ready to rock with a great attitude. They added some musical energy to the event that was much appreciated.

Because of logistical issues beyond our control, we had to move the event's location in the month before the event, but Acoustic Generation was flexible and adapted to our needs.

I highly recommend Acoustic Generation for any LA County Arts events, Summer Concert Series, etc. - both you, the event organizers and especially the crowds will love the Generation. Darren likes to say, "once you hear the Generation you are part of the Generation" and it is true.

Sincerely,

M. Meador

Mike Meador

CEO

California Greenworks, Inc.

3438 W 43rd Street #8

Los Angeles, CA 90008

cont'd
P44-2

From: Jeffrey Holmes <holmesstudio@gmail.com>
Sent: 11/15/2022 2:38:38 AM
To: LAART@metro.net
Subject: LA Aerial Rapid Transit Proposal

I am writing to comment on the LA Aerial Rapid Transit proposal.

As an architect living in Southern California, and having undertaken complex, large-scale urban projects both across the country and around the world, I am thrilled by this innovative, world-class proposal for LA. The project deftly increases accessibility and connectivity between numerous LA communities while creating a new, unique LA experience that will be sought after by residents and visitors alike. And it does all of this while reducing transportation related pollution and congestion!

I fully support his project and look forward to its completion.

Jeffrey Holmes
Architect

P45-1

From: Jack Humphreville <JackH@TargetMediaPartners.com>
Sent: 11/16/2022 8:32:19 PM
To: "Steve Hymon (steve.hymon1@gmail.com)" <steve.hymon1@gmail.com>, Metro Aerial Rapid Transit <laart@metro.net>
Subject: FW: Los Angeles Aerial Rapid Transit

Who is paying for this?

P46-1

Jack Humphreville
456 South Arden Boulevard
Los Angeles, California 90020
323-449-2268 mobile

From: Metro Aerial Rapid Transit <laart@metro.net>
Sent: Wednesday, November 16, 2022 11:01 AM
To: Jack Humphreville <jackh@targetmediapartners.com>
Subject: Los Angeles Aerial Rapid Transit

LAART: Metro Extends Public Comment Period and Adds an Additional Public Hearing

[<https://image.s10.sfmc-content.com/lib/fe2f157075640474731d77/m/5/5a898f9a-c453-42df-a8a8-c17c222ec9c7.jpg>]<<http://click.sfmc.metro.net/?qs=66aeb528b707ec7eb3bc9613e8d9dbd0a59f3d3bc4c91d9d68d848>>

LAART: Metro Extends Public Comment Period and Adds an Additional Public Hearing

LA Aerial Rapid Transit Technologies LLC is proposing the Los Angeles Aerial Rapid Transit Project, which would connect Los Angeles Union Station to the Dodger Stadium property with an intermediate station at the Los Angeles State Historic Park via a zero-emission aerial rapid transit gondola system in downtown Los Angeles. Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency under the California Environmental Quality Act (CEQA) and has prepared a Draft Environmental Impact Report (DEIR) to evaluate the potential for environmental impacts resulting from the proposed Project.

A Draft Environmental Impact Report (EIR) was released on October 17, 2022 for public review and comment.<<http://click.sfmc.metro.net/?qs=12512808b3501a9dc7074bd3cb271ab5b39d6c55f8ca5bab08bed78243ebc0>>
This milestone document evaluates the proposed Project, including its potential impacts and mitigation measures, as well as Alternatives to the proposed Project.

Today, Metro extended the public comment period on the Draft EIR an additional 30 days for a 90-day public comment period ending on January 17, 2023. Metro also announced an additional public hearing.

For more information please visit
www.metro.net/aerialrapidtransit<<http://click.sfmc.metro.net/?qs=12512808b3501a9d214d3afbc0552c22fd92c21c90a2>>

Join Us For Public Participation Opportunities!

Public Hearings

You can learn more about the proposed Project and DEIR and provide your formal public comment at these meetings. These three meetings will cover the same content.

In-Person: Downtown LA/Chinatown:
Saturday, December 10, 2022; 10am to
12pm<<http://click.sfmc.metro.net/?qs=12512808b3501a9d5ede0e3fb7b6156b7795742662d6e3b27b362fc93e7f3578d2>>

Los Angeles Union Station Ticket Concourse

800 N Alameda St, Los Angeles, CA 90012

Virtual Meeting Via Zoom:

Tuesday, December 13, 2022; 5pm to

7pm<<http://click.sfmtc.metro.net/?qs=12512808b3501a9d4c5acc7dde7428305c651516a596298b16dbbb8f26ae71bf23>

Zoom Link:

<https://us06web.zoom.us/j/81616012818><<http://click.sfmtc.metro.net/?qs=12512808b3501a9d2a6c3a2dc794324b1543>

Webinar ID: 816 1601 2818

Call-in: 669.900.6833

NEW In Person: Chinatown

Thursday, January 12, 2023; 5pm to

7pm<<http://click.sfmtc.metro.net/?qs=12512808b3501a9d0ae44a02d878bc956360d7cec9f1af4fa517f4f09469358d00a8>

Cathedral High School Gymnasium

1253 Bishops Road, Los Angeles, CA 90012

How to Comment on the DEIR

Phone: 213.922.6913

Email: LAART@metro.net<<mailto:LAART@metro.net?subject=>>

Web: [metro.net/projects/aerial-rapid-](http://metro.net/projects/aerial-rapid-transit/)

[transit/](http://click.sfmtc.metro.net/?qs=12512808b3501a9df663afab15d71ba8aba1079148519a23a41a4f0f896527db3)<<http://click.sfmtc.metro.net/?qs=12512808b3501a9df663afab15d71ba8aba1079148519a23a41a4f0f896527db3>

Mail: Mr. Cory Zelmer

Deputy Executive Officer, Metro

One Gateway Plaza, Mail Stop 99-22-6

Los Angeles, CA 90012

Public Hearings: December 10 and 13, 2022 and January 12, 2023.

All comments concerning the DEIR must be received no later than 5:00pm on Tuesday, January 17, 2023.

[<http://image.s10.exacttarget.com/lib/fe2f157075640474731d77/m/1/0d77a6ed-7be0-414e-8c6b-c1cdbcfa7182.png>]<<http://click.sfmtc.metro.net/?qs=12512808b3501a9dabdd13cf8493f06361325bd91774e1cb22d2f0d>

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This email was sent to jackh@targetmediapartners.com<<mailto:jackh@targetmediapartners.com>>

External Message - please be cautious of sender's email address and when opening links or attachments in email.

From: "Julia Tauscher" <jtauscher@philippes.com>
Sent: 11/17/2022 10:28:11 PM
To: <LAART@metro.net>
Subject: Public Comment on Draft EIR for the Proposed LAART Project

Hello Mr. Zellmer,

Please find attached our comments on the above referenced project.

Best,

Julia Tauscher
GENERAL MANAGER/PARTNER
Philippe The Original, LLC
1001 N. Alameda Street
Los Angeles, CA 90012
E: jtauscher@philippes.com <mailto:jtauscher@philippes.com>
W: (213) 628-3781



P47-1

PHILIPPE THE ORIGINAL, LLC
THE HOME OF THE FRENCH DIP
◆ ESTABLISHED 1908 ◆

November 17, 2022

Cory Zelmer
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012
LAART@metro.net

RE: PUBLIC COMMENT ON DRAFT EIR FOR THE PROPOSED LAART PROJECT

Dear Mr. Zelmer,

As a LA Historic business, within the boundaries of the proposed project zone, which will be greatly impacted by the LAART project, we wish to submit our opposition to the Draft EIR presented in October 2022. Much like our neighbors, the California Endowment and Homeboy Industries, that joined in a response opposing the LAART, dated November 16, 2022 (attached), we share many of the same opinions for opposing the project.

Due to limited resources, we are currently unable to provide the same detailed response, but with our immediate proximity to both the CA Endowment and Homeboy we wish to join in support with their opposition letter.

Areas of concern:

People not using public transport to arrive in LA
Parking- the study does not reflect accurate information
Displacing the traffic to a new area less than 1 mile away
Street closures and loss of business during construction
Overall feasibility of the project

There seems to be a need for further development and discussion that we would like to be a part of to come to the best possible ways to reduce the impact of vehicles to the City of Los Angeles and be an equitable partner with the community.

Best Regards,



Julia Tauscher
PHILIPPE THE ORIGINAL
Partner & General Manager
jtauscher@philippes.com

Attachment: Letter dated 11-16-2022

cont'd
P47-1

P47-2
P47-3
P47-4
P47-5
P47-6

P47-7

From: Bill Przylucki <bill@groundgamela.org>

Sent: 11/17/2022 4:15:45 PM

To: <LAART@metro.net>

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

P48-1

Metro went forward with this project without an open public process and without competitive bidding. Details about the ownership or operation of the project have been hidden from the community. The financial commitments are unclear, and I am worried that public funding will be required to cover and maintenance and construction cost overruns.

P48-2

The Chinatown communities is one of the poorest areas of Los Angeles. Community members were not consulted about this project, and did not ask for it. Public employees' time and energy would be better spent consulting with residents to identify the real needs of the community, not facilitating the pet project of a wealthy developer at the expense of the entire community.

P48-3

Bill Przylucki
bill@groundgamela.org
5617 Hollywood Blvd. Ste. 107
Los Angeles, California 90028

From: Faraz Aqil <aqil_faraz@yahoo.com>
Sent: 11/19/2022 11:50:56 PM
To: "LAART@metro.net" <LAART@metro.net>
Subject: LA Metro ART - Draft EIR Public Comment - Faraz

Hello. My name is Faraz Aqil, and I'm a resident of Downey, who one day hopes to visit my first in-person Dodgers game by using this new transportation system from Union Station to Dodger Stadium. The concern I have with the ART project is regarding its high capacity (how many riders can fit into a gondola [cabin size]), and the fast access (how many trips can the system quickly get all riders through [especially during High Day events]).

According to the Draft, it states that each gondola cabin has a capacity of 30-40 riders each (pg: 2-18). The travel time for one direction is approximately 7 minutes (pg: 2-42). The system has an approximate max capacity of 5,000 riders for 1-way (10,000 riders if both ways are used at max capacity) (pg: 4-59). And it takes about 23 seconds for a cabin to arrive/departure at a station (pg: 2-42), which means I estimate 36.52 gondola cabins will be needed to have a 14-minute round trip (for that 23 seconds average to happen).

However in practically, I doubt that the Gondola System can drop off and take in passengers around 23 seconds. Unless the ART group can show a computer demonstration (or a live video) of 5,000 different riders using the system during a High Day, I'm seriously worried that the 23 seconds claim is an over estimation. Not to mention if there's something that comes up (like a wheel chair passenger, a baby stroller, bike rider.. etc.) the gondola system will take longer. This is coming from experience using LA Metro's trains, where trains usually take around 1 minute to drop off & pick up passengers. Even in this report, it states that, "a cabin could be stopped to accommodate passenger boarding" (pg 2-18), which I suspect will happen quite often. And as a result of the Gondola pausing to accommodate passengers, the rest of the cabins in the system will be stopped too by being idle (which will cause delays and less transported passengers per an hour).

I estimate that each gondola cabin will take around 1 minute on average. And if that's correct, then the Gondola system will only be able to transport an average of 2000 riders 1-way (4,000 riders if both ways are used at max capacity). This would be unfortunate because many riders will see that this transportation system is extremely slow and result in riders not relying on it to reach the Dodgers stadium (especially if this system gets a reputation for very long lines/wait times).

My recommendation would be to instead use an aerial train/monorail system to transport riders to/from Union Station to the Dodgers stadium. Rail is a more reliable and a faster mode of transportation than a Gondola system. Trains can hold hundreds of passengers per a trip. And it would rely on less staff than the 20 staff needed to run the Gondola system. I'm honestly surprised that of the 3 alternatives mentioned in the report, no Rail option was mentioned. We should be building a transportation system not just for the riders of now, but for future riders as well (especially since this report estimates that ridership demand will only grow larger by year 2042, up to 13,030 daily riders in a High Day) (3.17-35).

Thank you for taking the time in reading this comment.

P49-1

P49-2

From: Greg Camphire <gcamphire@gmail.com>
Sent: 11/23/2022 6:24:26 PM
To: LAART@metro.net
Subject: Stop the Gondola

I'm writing with concern about LA ART and Metro's recently released Draft Environmental Impact Report on the potential environmental impacts resulting from the McCourt Gondola.

P50-1

This report reflects the fact that there has been no considerable input from the communities who will be most affected by this gondola. It is clearly the pet project of a billionaire with too many unanswered questions about safety, cost, maintenance, and even the actual purpose of the gondola.

P50-2

The gondola is a waste of time and money—a stunning \$300 million price tag—that could be better spent on any number of initiatives that would actually benefit local residents. Since nearly every Metro project has historically gone significantly over budget, the risk for taxpayers to be held financially responsible for expenses beyond the initial construction costs is enormously significant. At the same time, there is already a free shuttle available that serves the same exact function as a costly gondola ride.

P50-3

The recent election of Los Angeles' new mayor proves that the people do not want billionaires running or ruining our city. We must stop this wasteful, tacky, bloated, and completely unnecessary gondola from being built. It will be an expensive eyesore from an out-of-touch oligarch that scars the landscape of LA.

P50-4

Stop the gondola project now!

Thank you,

Greg C.

P50-4

From: Daniel Freedman <DFreedman@jmbm.com>
Sent: 11/23/2022 3:08:33 AM
To: "LAART@metro.net" <LAART@metro.net>
Subject: October 22 Scoping Meeting

Hi: Can you please send me a copy of the Oct 22, Scoping Meeting recording for the gondola project? I would be interested in using it for a class I am teaching. Thank you!

Daniel F. Freedman | Attorney at Law
Jeffer Mangels Butler & Mitchell LLP | JMBM
1900 Avenue of the Stars, 7th Floor, Los Angeles, CA 90067
O: (310) 203-8080 | D: (310) 785-5391 | E:
DFreedman@JMBM.com<mailto:DFreedman@JMBM.com>
VCARD<http://www.jmbm.com/Daniel_2463193.vcf> | BIO<<http://www.jmbm.com/daniel-freedman.html>> | BLOG<<http://landuselaw.jmbm.com/>> |
LINKEDIN<<https://www.linkedin.com/pub/daniel-freedman/54/537/aa7>>

[cid:image001.png@01D07045.646947E0]

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P51-1

From: Marceline Phillips <marcelinephillips@gmail.com>
Sent: 11/28/2022 11:00:46 PM
To: LAART@metro.net
Subject: do not build gondola

Please do not build a gondola. If you look at the London cable car over the Thames it's either slower or comparable to existing transit modes, except it has a much, much lower capacity and wait times are longer due to this low capacity.

Instead use the money to help fund a northern extension of the WSAB to Dodger's stadium.

Marceline Phillips
North Hollywood 91601

P52-1

From: Martin Hoecker-Martinez <msmithma@gmail.com>
Sent: 11/28/2022 4:38:24 AM
To: laart@metro.net
Subject: Los Angeles Aerial Rapid Transit project is disproportionate to the need.

Metro,

This project seems laughable. The proposal's "...maximum capacity of approximately 5,000 people per hour per direction" is dwarfed by the needs of Dodger stadium which has a capacity of 56,000 people. It would take over 11 hours to fill the stadium at that rate and another 11 hours to empty it. Even if the system was extended to the other side of Chavez Ravine (Echo Park or Silver Lake or Elysian Valley) so that there are two boarding points to double the capacity the system would be overwhelmed by the needs of the stadium. This project uses a mode of transportation that can not cope with the needs of the stadium. Although I applaud the motivation this project should be sent back to the drawing board. It suffers from a fundamental misunderstanding of the transportation needs. Build a system based on a higher capacity mode of transit (e.g. rail, or Bus Rapid Transit with dedicated right of way) that can handle the departing crowds of more than 30,000 people per hour.

--

Martín Hoecker-Martnez
Redlands, CA 92374

P53-1

NOV 29 2022

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yíxià yìjiàn:

Soy Baldomero Capiz y mi Opinión
 es que el proyecto sera de Beneficio
 Economico Para los Millonarios,
 No Traera ningun beneficio a las
 comunidades migrantes Pobres
 Traera mayor enfermedad Mental
 Fisica, emocional, Psicologica,
 muerte.
 La comunidad debe organizarse Para
 defender el Futuro de nuestras Familias

P54-1

P54-2

Translation:

I am Baldomero Capiz and, in my opinion, the project will be financially beneficial to millionaires. It will not bring any benefit to poor migrant communities. It will result in more mental, emotional, psychological ailments and death.

The community must organize to defend the future of our families.

Date: 11-17-2022 Name: Baldomero Capiz

Signed: [Signature]

Fecha: _____ Nombre: _____

Firmado: _____

日期：_____ 姓名：_____

签：_____

Riqí: _____ Xingmíng: _____

NOV 29 2022

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS: Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

① Will the Gondola govtg be a threat to the people living down below (the privacy and safety).

P55-1

Date: 11/17/22 Name: Ruby Andalon

Signed: Ruby Andalon

Fecha: _____ Nombre: _____

Firmado: _____

日期：_____ 姓名：_____

签：_____

Riqí: _____ Xingmíng: _____

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

no estoy de Acuerdo con este proyecto.

P56-1

① no Ayudara con el Medio Ambiente

② Qui fara espacio al parque,

P56-2

③ Solo servira para llenar las bolsillos con mas dinero a los interesados del Proyecto.

P56-3

Por ultimo no quitara el trafico de nuestras Carreteras.

P56-4

Translation:

I don't agree with this project.

1.It won't help the environment.

2.It will take space away from the park.

3.It will only be good to fill up the pockets of those who are the most interested in the project.

Finally, it won't eliminate the traffic from our roads.

Date: 11/17/22 Name: Rebecca Ocegueda

Signed: *Rebecca Ocegueda*

Fecha: _____ Nombre: _____

Firmado: _____

日期: _____ 姓名: _____

签: _____

Rìqí: _____ Xìngmíng: _____

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

We are fighting hard for clear air and green spaces for our childrens and elderly population. This project is going to be a disaster for the Chinatown community where I live. Our Historical Park will be compromised and our streets will be full of traffic and pedestrians wondering around. Please stop the Gondola, we don't need it at all. Mr. McCourt can make money somewhere else. Stop the Gondola!

P57-1

P57-2

Date: 11-17-2022 Name: MARIA IGLESIAS

Signed: Maria Iglesias

Fecha: _____ Nombre: _____
Firmado: _____

日期： _____ 姓名： _____
签： _____

Rìqí: _____ Xìngmíng: _____

▶ RECEIVED ◀

NOV 29 2022

Comment Letter - P58

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yíxià yìjiàn:

My name is Arturo Gonzalez with Neighborhood Coalition. I honestly believe that Metro has reneged on their commitment to the Community it serves. Serving the interest of a Multi-Millionaire goes against the very core of Metro and its oath to serve the interest of all Communities.

P58-1

Date: 11-17-2022 Name: Arturo Gonzalez

Signed: [Signature]

Fecha: _____ Nombre: _____

Firmado: _____

日期：_____ 姓名：_____

签：_____

Riqí: _____ Xingmíng: _____

▶ RECEIVED ◀

NOV 29 2022

Comment Letter - P59

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yíxià yìjiàn:

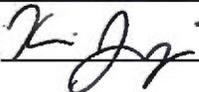
As a Native ~~Angelino~~ Angelino, with roots and history in this town, we already see that many mistakes have been made by our past. The amount of pollution in our city has caused massive disease to our people. Lack of green space negatively impacts our mental health.

This gondola seems to be "Killing two birds with one stone" in the sense it'll be making air quality worse in already under served communities AND taking away green space by building on the park. Please, for the sake of our communities and our future DO NOT BUILD THE GONDOLA

P59-1

P59-2

Date: November 17, 2022 Name: Kevin Jauregui

Signed: 

Fecha: _____ Nombre: _____

Firmado: _____

日期: _____ 姓名: _____

签: _____

Rìqí: _____ Xìngmíng: _____

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

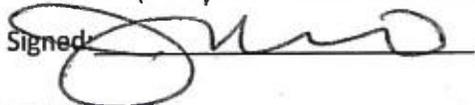
I have lived in Chinatown at the Senior Metro HRTS FOR 10 years #. I walk in Chinatown, I use public transportation in Chinatown, I support the community of Chinatown. The gondola project will create havoc in a senior centric neighborhood. The transmission of disease is possible due to the increased traffic, the pollution impact of the cars that will take over parking spaces. The walkie loos, the tourists & the enthusiastic Dodge Ram FANS will move us/seniors; Chinatown residents over. The now idyllic park will be irreversibly destroyed by the traffic. The gondola

P60-1

P60-2

P60-3

Date: 11/17/2022 Name: Julie Rito

Signed: 

Fecha: _____ Nombre: _____

Firmado: _____

日期：_____ 姓名：_____

签：_____

Rìqí: _____ Xìngmíng: _____

▶ RECEIVED ◀

NOV 29 2022

Comment Letter - P61

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

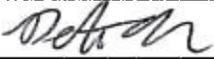
注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjìng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

As a resident of Chinatown, I am writing to express my concerns and objection to the LA ART gondola project. This Draft environmental impact report does not address serious issues with how the gondola's construction and operation would negatively affect the working class and aging population of Chinatown. One of the worst problems unaddressed is how this will cause more traffic and traffic safety issues in Chinatown as one of the Gondola stations is in Chinatown.

P61-1

Date: 11/17/2022 Name: Patrick Chen

Signed: 

Fecha: _____ Nombre: _____

Firmado: _____

日期：_____ 姓名：_____

签：_____

Rìqí: _____ Xìngmíng: _____

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

There is a moral issue at stake again, where the community of Chinatown is again getting the short end of the stick. There ~~was~~ are many inequalities faced by this community but today none is as damaging as the LA ART project that is now at a stage where is waiting for approval without the process ever considering the local community and impacts to its residents and many stakeholders like myself. This lack of a community benefit project and dream of a single individual is quite selfish. Have you all ever been in Chinatown during a Dodger game, a gondola will not solve the issue, the gondola itself is not local community friendly. Lastly as a long time resident of northeast Los Angeles and corner resident of Lincoln height, and one of the youth pictured with the Governor Gray Davis when he announced the purchase of what is today LA State Historic Park. I am appalled by the possibility that this community resource will be impacted. How can public agencies that will

P62-1

P62-2

P62-3

Date: _____ Name: _____
 Signed: take part of saying yes or no to this project. In the approval process, ever consider saying yes. An approval of this project is a
 Fecha: _____ Nombre: _____
 Firmado: go against the benefits that they are task with uphold
 日期: to local constituents 姓名: Additional can we please independent
 签: traffic and other studies that are being used to approve this
 Rìqí: project? It is unfair that the more resources get to draft their own Xingming: _____

Submitted 12 AM 7 Duinao Valencia A.

docu

▶ RECEIVED ◀

NOV 29 2022

Comment Letter - P63

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yíxià yìjiàn:

THE DOGBERS IS NOT A GOOD NEIGHBOR FOR MY COMMUNITY OF VICTOR HEIGHT & FIG TERR. 80+ DAYS OF HOME GAMES IS A BAD IMPACT ON MY LIFE. TRAFFIC IS SLOWER ON THE FREEWAYS, SUNSET, COLLEGE STREET (WEST BOON FIRE WORKS BRINGS OTHER INTO COMMUNITY TO SEE BOMBS BLOW-UP IN THE SKY. I SEE WALKER COMING THOR MY STREETS, BEAUDRY AVE, COLLEGE STA ALPINE STREET, BARTLETT STREET, FIGUEROA STREET, SONG BLVD. MANY STREETS ARE NEEDED FOR LOCALS TO PARK AFTER WORKING LONG HOURS IN THE EVENING. THEY WALK THOR SPEAKING LOUDLY AT NIGHT. THIS IS DAMAGING TO MY COMMUNITY. I FEEL LOSE AFTER LIVING HERE 54 YEARS!

P63-1

Date: NOV. 17 Name: BILL CHIN

Signed: 

Fecha: _____ Nombre: _____

Firmado: _____

日期：_____ 姓名：_____

签：_____

Rìqí: _____ Xìngmíng: _____

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

The gondola project is an environmentally unsafe solution for traffic to Dodger Stadium on many counts.

- 1- affects entire community of Chinatown residents and businesses
- 2- affects business in original Mexican town
- 3- affects usage of California State Park
- 4- construction will upset environment and health of elderly in Chinatown
- 5- 100% profit motive for 1 man Frank McCoy
- 6- GREED

P64-1
P64-2
P64-3
P64-4
P64-5
P64-6
P64-7

Date: Nov 17, 2022 Name: FRANK HORN

Signed: [Signature]

Fecha: _____ Nombre: _____

Firmado: _____

日期：_____ 姓名：_____

签：_____

Rìqí: _____ Xìngmíng: _____

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yíxià yìjiàn:

EL PROYECTO FALLIDO DE LA GONDOLA NO TIENE RAZON DE SER, PORQUE LA CIUDAD NO LO NECESITA ES ALGO NO LOGICO LA COMUNIDAD NECESITA OTRAS ALTERNATIVAS QUE SI NOS VENEFIICION Y NO LLEVEN A PROGREZAR NO HA ATRASAR NO GONDOLAS.

P65-1

Se tiene que buscar alternativas para mejorar el acceso al estadio sin perjudicar a los vecinos del area. tenemos demasiada contaminación en todos los sentidos esp. perjudicando no solo el area sino tambien una gran parte de los angeles.

P65-2

No estoy de acuerdo en el Proyecto del la gondola por que solo retrasaria el movimiento en la comunidad sin importar a la comunidad

P65-3

Date: 11/18/22 Name: Paul Macey

Signed: [Signature]

Fecha: 11/19/2022 Nombre: Francisco Serran

Firmado: [Signature]

日期： 姓名：

签：

Rìqí: Xìngmíng:

P65 Translation

The failing project does not have a reason to exist because the city does not need it, it is illogical. The community needs other alternatives that do benefit us and lead us to progress, not backwards. No gondolas.

Alternatives need to be sought to improve access to the stadium without affecting the neighbors in the area. We have too much pollution in every sense, it is harming not only the area but also a big part of Los Angeles.

I do not agree with the Gondola Project because it would slow down movement in the community regardless.

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释·我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

El impacto ambiental y ruido
 provocaría junto con la contaminación
 un deterioro tanto ~~psic~~ psicológico
 y físico, este proyecto de la
 gondola no debe de ser aprobado
 Y MÁS QUE NADA NOSOTROS LAS PERSONAS DE LA
 TERCERA EDD NOS VA A AFECTAR MUCHO
 EL RUIDO.

P66-1

P66-2

Date: 11-17-2022 Name: VERONICA G. ANDRADE

Signed: Veronica G. Andrade

Fecha: _____ Nombre: _____

Firmado: _____

日期：_____ 姓名：_____

签：_____

Rìqí: _____ Xìngmíng: _____

TRANSLATION:

The noise and the environmental impact, along with pollution, would result in psychological and physical harm. This Gondola Project should not be approved, the noise will especially affect us, seniors.

▶ RECEIVED ◀

NOV 29 2022

Comment Letter - P67

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

Mr. Cory Zelmer

I would like to submit ~~about~~ a comment concerning a point in your Draft Environmental Report in the section concerning the State Park there is little or no information as to what changes the Tramway will make. I would like to see more detailed information.

Thank you

Alan K. Weeks

P67-1

Date: November 17 2022 Name: ALAN K. WEEKS

Signed: Alan K. Weeks

Fecha: _____ Nombre: _____

Firmado: _____

日期：_____ 姓名：_____

签：_____

Rìqí: _____ Xìngmíng: _____

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

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NOV 29 2022

La forma mas facil de Resolver el Problema de Trafico y contaminación es extender el metro ~~de~~ el Chavez Ravine bajo la tierra y no afectar los comunidades.

P68-1

Se estan extendiendo el metro pero no hacen estacionamientos en cada parada del metro. La ciudad de los Angeles hace dinero con multas por mal estacionados en los paradas del metro

P68-2

P68-3

Date: 11-17-22 Name: ANTONIO RODRIGUEZ

Signed: Antonio Rodriguez

Fecha: _____ Nombre: _____

Firmado: _____

日期: _____ 姓名: _____

签: _____

Rìqí: _____ Xìngmíng: _____

TRANSLATION:

The easiest way to solve the issue of traffic and pollution is to extend the Chavez metro underground without affecting communities.

The metro service is being extended but no parking spaces are created in each metro station. The City of Los Angeles is making money with parking fines by metro stations.

▶ RECEIVED ◀

NOV 29 2022

Comment Letter - P69

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

My name is Samuel Perez with AMP Los Angeles and would like to submit these following statements about the LA Art gondola. This gondola is built on public land using public funding then we would use public funds to help generate revenue for a private company. This would not help anything to do with the public and/or emissions. Also the gondola system is outdated and surpassed by modern tech. To conclude my statement, I disagree and am against the building of this Gondola.

P69-1

P69-2

Date: 09/17/22 Name: Samuel Perez

Signed: Samuel Perez

Fecha: _____ Nombre: _____

Firmado: _____

日期：_____ 姓名：_____

签：_____

Rìqí: _____ Xìngmíng: _____

▶ RECEIVED ◀

NOV 29 2022

Comment Letter - P70

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释·我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjìng yǐngxiǎng bàogào cǎo'àn tíchū yíxià yìjiàn:

A. 缆车百害无一利；

B. 现代科技一日千里，以后许多先进交通工具，
缆车实是古老、落后之举；

C. 缆车除了不好之处，绝大多数人都反对建
缆车！

P70-1

P70-2

Date: _____ Name: _____

Signed: _____

Fecha: _____ Nombre: _____

Firmado: _____

日期：11-17-2022 姓名：黄立忠 C. Zhang Huang

签：_____

Rìqí: _____ Xìngmíng: _____

TRANSLATION:

A.The gondola has much more harm than benefit;

B.Nowadays, technology changes fast. Various advanced transportation tools will emerge in the future. A gondola is an old and outdated way of transit;

C.The gondola has many disadvantages, most people object to building it!

Lizhong Huang

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

Mi nombre - ES Ramón Cruz Moja
 Soy hijo de exbracero - del año 1949 - 19
 Con toda franqueza NO ESTOY de
 Acuerdo que se Realizē este proyecto
 de la góndola - y - El Metro - por las
 comunidades que sufriran mucho muc
 sin sus casas - por ahí podría pasar
 El Metro - las personas mayores NO
 Aguantarían mucho esta terrible Tristeza
 de perder sus hogares - muchos niños y niñas
 sufrirían por sus escuelas -

P71-1

P71-2

Date: 11-17-22 Name: RAMÓN CRUZ MOJA

Signed: Ramón Cruz Moja

Fecha: _____ Nombre: _____

Firmado: _____

日期: _____ 姓名: _____

签: _____

Rìqí: _____ Xìngmíng: _____

TRANSLATION:

My name is Ramon Cruz Moya. I am a son of an agricultural laborer and was born back in 1942. Frankly, I do not agree with carrying out this gondola – and metro – project because of the communities that will suffer a lot without their homes, where the metro might be built. Seniors can't take the terrible sadness of losing their homes. Many boys and girls will suffer because of their schools.

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yíxià yìjiàn:

I am concerned that the Gondola will impact

- ① the air quality in the area;
- ② will bring more traffic to the streets;
- ③ will change the Historic Park's environment and create visual blight.
- ④ - Increase in noise to the area;
- ⑤ - why change to a gondola - when we have an alternative with the Dodger's Express Bus!

P72-1

P72-2

P72-3

P72-4

P72-5

Date: 11/17/2022 Name: Joseph Amador
Signed: _____

Fecha: _____ Nombre: _____
Firmado: _____

日期: _____ 姓名: _____
签: _____

Rìqí: _____ Xìngmíng: _____

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yíxià yìjiàn:

AS A MEMBER OF THE EASTSIDE COMMUNITY WE FOUGHT LONG AND HARD, MANY YEARS AGO, TO ENSURE OUR CITY AND COMMUNITIES HAD GREENSPACE FOR FUTURE GENERATIONS. THE EUR P 3.11-42 SAYS THE PROJECT WOULD BE INCONSISTENT WITH THE STATE HISTORIC PARK GENERAL PLAN AND WOULD HAVE TO AMEND IT. I AM NOT IN ANY WAY SUPPORTIVE OF A PROJECT THAT WOULD DISRUPT THIS PLAN!

CONSIDER ALTERNATIVES LIKE THE "SHUTTLE BUS CONNECTORS WHICH THE EUR ADMITS IS SUPERIOR ALTERNATIVE.

P73-1

P73-2

Date: 11/18/2022 Name: Daniel Andalon

Signed: DISA

Fecha: _____ Nombre: _____

Firmado: _____

日期：_____ 姓名：_____

签：_____

Riqí: _____ Xingmíng: _____

From: chwace <chaceespinosa2@gmail.com>
Sent: 11/30/2022 10:25:02 PM
To: laart@metro.net
Subject: My True Devotion

Although I may not exist in LA to witness this potential establishment, I highly benefit this project, as it could grant a better view of the entire city and its aspect of transportation, and hopefully others that seem to criticize it can see it as a wide benefit in the mere future.

Sincerely, A CHS Student

|
P74-1
|

From: Franco Stefano Blancaflor <blaf9176@chsphantoms.org>
Sent: 11/30/2022 10:22:54 PM
To: laart@metro.net
Subject: Gandala

I SUPPORT this project!!??

I P75-1

From: Jacob Lopez <lopj9067@chsphantoms.org>
Sent: 11/30/2022 10:22:02 PM
To: laart@metro.net
Subject: LA Gondola

As a Cathedral Student, I fully support the Gondola Project.

┌ P76-1
└

From: DJG <djgonzalez0620@gmail.com>
Sent: 11/30/2022 10:21:54 PM
To: laart@metro.net
Subject:

i like the gondola and im a cathedral student

⌈ P77-1
⌋

From: Xavier Garcia <xgarcia081108@gmail.com>
Sent: 11/30/2022 10:21:21 PM
To: laart@metro.net
Subject:

I like it from cathedral student!

From: cayla <caylamccrae@gmail.com>
Sent: 12/1/2022 7:21:26 PM
To: hello@laart.la, laart@metro.net
Subject: Oppose LA ART

Hello,

As a resident of LA's Chinatown neighborhood, I OPPOSE the LA ART Gondola to Dodger Stadium for the following reasons:

THE McCOURT GONDOLA WOULD ALTER THE CHARACTER AND USE OF LOS ANGELES STATE HISTORIC PARK. The Gondola would undo years of community advocacy for a tranquil green space. The view from the park to the LA Skyline will be littered with cables and gondola cabins, and chase away wildlife, especially birds.

P79-1

THE McCOURT GONDOLA WOULD USE PUBLIC RESOURCES FOR PRIVATE PROFIT. This project requires the use of public rights of way, public air rights, and public lands and serves only to benefit Frank McCourt.

P79-2

THE McCOURT GONDOLA WOULD HARM OUR NEIGHBORHOODS. The enormous gondola cabins would travel over the rooftops of family housing. Neighborhoods located near the gondola stations would experience increased traffic and parking problems, endangering pedestrians, especially seniors and children.

P79-3

THE GONDOLA (LARTT LLC) AND METRO ARE, SEEKING APPROVALS WITHOUT MEANINGFUL COMMUNITY ENGAGEMENT OR TRANSPARENCY. A project that would permanently alter our neighborhoods and the Los Angeles State Historic Park requires a full public review. Basic information has been withheld including the location of the towers, and the height and scale of the stations. The two potential routes were chosen without public input.

P79-4

TAXPAYERS WILL LIKELY END UP PAYING FOR THIS PROJECT. How will McCourt pay for it? What will it cost to operate and maintain the system? What happens with cost overruns? Who pays for it?

P79-5

THIS IS A TOURIST ATTRACTION, NOT REAL TRANSIT. At up to \$30 per ticket for a 1.5-mile ride, this project is not transit that community members would use to access essential services.

P79-6

REAL PUBLIC TRANSIT TO DODGER STADIUM EXISTS AND IS OPERATING. The Dodger Stadium Express which has committed to zero emissions is a wildly popular bus program utilized by many happy Dodger fans.

P79-7

STOP THE CORPORATE WELFARE for billionaires and the privatization of our public spaces.

Help us protect our neighborhoods and the Los Angeles State Historic Park.

P79-8

Sincerely,
Cayla McCrae

From: Thomas Lemos <info@email.actionnetwork.org>

Sent: 12/01/2022, 9:48 AM

To: laart@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). This project does nothing for the surrounding neighborhoods and literally makes them irrelevant by placing this eye sore for all to see every day. This is something that would only be utilized part of the year. There are already buses to Dodger Stadium and if more access is needed, maybe they should work on improving access without impacting a neighborhood with a huge eyesore that would be a waste of money. Take the money to be spent on this project and work on making the current system better. Don't build something that won't be used by anyone except on game days.

Thomas Lemos
tomlemos@me.com
2839 E 6th St #3
Los Angeles, California 90023

P80-1

From: Marissa Roy <info@email.actionnetwork.org>
Sent: 12/01/2022, 8:29 PM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

There are many public transportation projects that need to be funded, and this gondola project is duplicative (there is already a bus) rather than expanding access where it currently is absent or underfunded. In general, there needs to be more of a transparent process with community input and feedback to determine priorities.

Marissa Roy
marissaroy@yahoo.com
417 S. Hill St. #543
Los Angeles, California 90013

P81-1

From: Tabatha Yelos <tabatha@groundgamela.org>
Sent: 12/01/2022, 8:28 PM
To: laart@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

P82-1

This project will be dangerous for the community. I do a lot of work in the area as an organizer, and I can tell you that people are not truly informed about the impacts of this project. Chinatown has the second lowest AMI in the City after Skid Row. This is a community that needs investment in housing, grocery stores, and healthcare facilities!! A construction project in the neighborhood will have negative impacts, especially in air quality for a community of majority-elderly residents. That's crazy! The meetings have also not been conducted in Cantonese, which is the main language spoken in the neighborhood. Vietnamese is also spoken a lot in the area.

P82-2

P82-3

We all know that McCourt plans on developing the Dodgers parking lot so, will this really reduce traffic? Or just displace it to another neighborhood? Chinatown cannot become a parking lot!! This will be devastating to the community. Do better! We need AFFORDABLE HOUSING, GROCERY STORES, AND HEALTHCARE FACILITIES for an aging community. Not this ridiculous project that will destroy the community and poison elderly residents!

P82-4

PLEASE DON'T BUILD THIS!

Tabatha

P82-5

Tabatha Yelos
tabatha@groundgamela.org
6566 Fountain Ave
Los Angeles, California 90028

From: Logan Rapp <info@email.actionnetwork.org>
Sent: 12/01/2022, 8:27 PM
To: laart@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

We have known how harmful Frank McCourt has been to this city for quite some time. Why are we allowing Metro to be the vehicle to move this gondola forward, and then turning around and calling this a "private" matter?

Frank McCourt's nonsense should not be allowed to be subsidized by this city. Even to just talk about the details of the project, you have to sign an NDA! This is unacceptable and a complete lack of transparency. END THIS PROJECT NOW.

Logan Rapp
loganrapp@gmail.com
5500 Bonner Ave
North Hollywood, California 91601

P83-1

From: Amy Gatto <amy@knock.la>

Sent: 12/01/2022, 8:24 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). This project will drive private profits, but will take public funding away from other important projects, like installing crosswalks and traffic lights. The poles will sit on public land and the gondola will take public airspace. Thank you for your consideration.

Amy Gatto
amy@knock.la
11601 Firestone Blvd Apt 201
Norwalk, California 90650

P84-1
P84-2

From: Akio Katano <info@email.actionnetwork.org>
Sent: 12/01/2022, 8:24 PM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to STRONGLY OPPOSE the Gondola to Dodger Stadium. We need actual transit infrastructure, not a vanity project for a sports team. This project would shift the burden of traffic and parking to the vulnerable community of Chinatown, and also lead to gentrification and displacement in that neighborhood.

P85-1

To go forward with a project like this without a public proposal process or competitive bidding is an insult to the city. At a time that we're already struggling with corruption in city hall, to conceal details from the people shows that this is going to be a naked cash grab by developers.

P85-2

Akio Katano
chuckieanvil@gmail.com
134 S Dillon St
Los Angeles, CA, California 90057

From: Timothy Hayes <timothy.hayes@groundgamela.org>
Sent: 12/01/2022, 8:23 PM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). Metro has a history of making important decisions behind a veil of privacy. This lack of transparency is again on display with this absurd proposal. From financing to ownership and operation nothing has been made clear to the public. What makes this is even more infuriating is that the public will probably be left holding the bag by a series of decisions they never got to interrogate or vote on. The gondola is a weird vanity project that neither the city nor the neighborhood needs.

P86-1

Timothy Hayes
timothy.hayes@groundgamela.org
5224 Cartwright Ave
Los Angeles, California 91601

From: Anthony Weiss <info@email.actionnetwork.org>
Sent: 12/02/2022, 9:17 PM
To: laart@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

I am deeply concerned at the lack of transparency around what is being touted as a transit project but appears, functionally, to be a vehicle designed to serve and enhance the value of private lands owned by the McCourt family. It is unclear why any public funds whatsoever should be devoted to this project when they could be devoted to a long list of projects with genuine public benefits that would benefit me and many other Angelenos: fare-free transit; increased bus service; more frequent rail service; increased cleaning and repairs for all transit vehicles; and much more. This will have a direct impact upon me and my family as transit users whose transit system may well be weakened and impoverished by this project.

P87-1

Perhaps even more troubling to me is the apparent constant demands from the chief organizers of this private gondola project to demand that everyone who interacts with them — including government agencies — sign Non-Disclosure Agreements, likely a violation of law, and undeniably a slap in the face to any sense of public trust. How are we know even basic information about this project? How much it will cost? How much of that cost will be borne by the public? Who will be responsible for cost overruns? Where will the support pillars go? Which communities will they disrupt, which people displace? As a resident of Los Angeles and a taxpayer, I am deeply concerned about how this will affect the finances and economy of my city, as well as my fellow residents.

P87-2

Metro is moving forward with this project despite the lack of public interest or desire, beyond the McCourt family real estate empire, without competitive bidding, without community consultation or input.

This project has been embarked upon without proper due diligence. It is not a project that anybody, save the McCourts and their friends, wants. It should be stopped in its tracks and buried, never to be revived.

P87-3

Sincerely,
Tony Weiss

Anthony Weiss
anthonyweiss@yahoo.com
1745 Winona Blvd., Apt. 26
Los Angeles, California 90027

From: Betty Doumas-Toto <info@email.actionnetwork.org>
Sent: 12/02/2022, 8:36 PM
To: laart@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

P88-1

Metro went forward with this project without an open public process and without competitive bidding. I don't understand the ownership or operation of the project because the details have been hidden from the community. Who is paying for this project? Will taxpayers be left holding the bag? There has been 0 transparency.

P88-2

The community has been neglected and our voices have not been heard. No one asked us our vision for our community.

We never asked for this project, this project is not need and has adds no benefit to the community.

P88-3

Betty Doumas-Toto
peoplefirstnow@gmail.com
18510 Mayall Street, Unit H, Unit H
Northridge, California 91324

From: Eli Jacobovitz <info@email.actionnetwork.org>
Sent: 12/02/2022, 8:27 PM
To: laart@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am in absolute opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). This is a project that would destroy a community of people of color in the Chinatown area of Los Angeles. This is a project that is geared towards tourists and no one in the community asked for or wants this project. It is not needed and will do harm to poor communities and will displace the surrounding community that lives where this project would be constructed. This is another Chavez Ravine and if put forth will live in the same infamy of displacement, increasing number of homelessness, and mistreatment of people of color. Chinatown is a beautiful part of our city that should be respected and preserved, not bastardized with a facade of a metro project that will also eat into their budget when we need metro improvements that Angelinos HAVE asked for.

P89-1

P89-2

Eli Jacobovitz
brooke.eli.jacobovitz@gmail.com
1675 Amberwood Drive, Unit 11
South Pasadena, California 91030

From: Jennifer Lei <jenniferlei@berkeley.edu>

Sent: 12/02/2022, 4:53 PM

To: laart@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I don't believe that it will provide any additional benefits to the community. There is already a problem with housing and buying out properties to install the gondola would not be a good use of our resources. Additionally, there is already a free shuttle that is in use with a designated bus lane that goes through Sunset. As a resident that lives near Dodger Stadium, I understand that traffic congestion can get crowded but a research study done by UCLA acknowledges that the gondola would only limit traffic by 1%. The benefits do not weigh out the consequences. Please stop the construction of the gondola.

P90-1

Jennifer Lei

jenniferlei@berkeley.edu

969 Marview Ave Apt 1

Los Angeles, California 90012

From: Melody McBride [info@email.actionnetwork.org]

Sent: 12/02/2022, 7:38 AM

To: laart@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Melody McBride
melodymcbride2904@gmail.com
3201 S Hoover St
Los Angeles, California 90007

P91-1

From: Gizelle V zquez [info@email.actionnetwork.org]

Sent: 12/02/2022, 12:41 AM

To: laart@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). As a lifelong resident of the city of Los Angeles, I have seen many instances of the displacement of residents. This project would be another instance of this and increase the cost of living in this area. I also do not believe the gondola is necessary for the city, as free transportation already exists to Dodger Stadium. The funds would be better used elsewhere to help the people of Los Angeles.

Gizelle V?zquez
gizelleangelina@gmail.com
2654 Cunard St
Los Angeles, California 90065

P92-1

From: Dylan Kirk [info@email.actionnetwork.org]

Sent: 12/02/2022, 12:06 AM

To: laart@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). It will negatively affect so many communities, and there is so little research that justifies the funding and execution of this project. There has been a complete lack of transparency, and as a lifelong LA resident and Dodgers fan, I find this project to be a waste of taxpayer dollars. There has been little to no community input, and we're heading into a recession; LA residents, especially those in affected communities, don't want to spend money on a useless gondola. Put the money into improving the public transportation system in LA, and improving the lives of residents who rely on public transportation to support the local economy instead of trying to increase profit. It's a scummy plan, and everyone so know vehemently opposes it. So who actually wants this? Because it doesn't seem like local residents do.

Dylan Kirk
dylanlucykirk@gmail.com
1175 Glen Arbor Ave
Los Angeles, California 90041

P93-1

P93-2

From: Cole Barrios [info@email.actionnetwork.org]

Sent: 12/02/2022, 11:44 AM

To: laart@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am a student in this community writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). Nobody ever asked for this project. We don't need or want this project. Please don't waste taxpayer money on it. That money could be used on an actually effective method for solving our transit issues. Research has already been conducted at universities that demonstrate its lack of practical effects. This project will only pollute the communities it is built by more than they already are.

Cole Barrios

Cole Barrios

c0le.b4rri0s@gmail.com

8182968991

Glendale, California 91205

P94-1

From: Ashley Harmon [info@email.actionnetwork.org]

Sent: 12/02/2022, 12:27 AM

To: laart@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Ashley Harmon
aashleyaguilera582@gmail.com
2836 Bracken Way
Palmdale, California 93551

P95-1

From: Anne Freiermuth [info@email.actionnetwork.org]

Sent: 12/02/2022, 10:59 AM

To: laart@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

P96-1

This is ultimately a money making project for the Dodgers and I am alarmed by the prospect that public money would be pulled from Metro's limited budget to fund it. As a resident of Los Angeles, I do not want my tax dollars used for private gain.

The Dodgers already regularly violate the agreement they have with local residents about how many events happen each year and when. Now they want a city-funded project to enable them to do even more.

P96-2

This project was effectively fought by the local community in the past. Now it's just moved to another venue with new branding. It needs to be stopped now.

P96-3

Anne Freiermuth
afreiermuth@gmail.com
295 Beloit Ave
Los Angeles, California 90049

From: Peter Kwong <akwong5951@aol.com>
Sent: 12/3/2022 11:55:24 PM
To: "LAART@metro.net" <LAART@metro.net>
Subject: Letter in support of the LA Gondola project

Hello LAART:

I have attached a letter of support for the Los Angeles Gondola project.
Please let me know if there are any questions or concerns you might have.
Best Regards, Peter Kwong
Best Western Plus Dragon Gate Inn
Royal Pagoda Motel

|
P97-1
|

June 16, 2022

Stephanie Wiggins, CEO Metro

One Gateway Plaza

Los Angeles, Ca 90012

Supervisor Hilda Solis

Metro Board Chair

500 West Temple

Los Angeles, Ca 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am writing to ask for your support for the Los Angeles Aerial Rapid Transit Project. LA ART.

I was raised and lived in Chinatown since 1963 in my local family business which continues to serve and support the Chinatown community.

Unfortunately, I can't say that for many of my neighbors. Many "mom and pop" businesses that were just getting by before the pandemic have now closed. We are slowly losing the fabric of Chinatown that once was the center of local Chinese American Culture. Our amazing restaurants, fabulous gift shops and Chinese Herb store, that always had a Chinese Doctor practicing acupuncture and herbal medicine, are now slowly going away.

Like many other areas of Los Angeles, Chinatown has had gentrification forced upon it. Families that once had a thriving business now face the reality that their business will never recover. These families are sitting on properties where the land value is worth more than the buildings. Having no choice but to sell, new projects are coming online from developers with no connection to the Chinatown community.

Many outside developers all know that Chinatown is the last bastion of affordable land that they can piece together to develop high end residential over commercial retail. I don't think this will ever stop, it's an unfortunate evolution of older neighborhoods having to change to survive. However, it need not be an inevitable one.

I believe that the Gondola project will inject economic stimulus for the remaining businesses. Hopefully others will see those businesses thrive and incentivize previous business owners, as well as other local and community interests, to re-invest in Chinatown.

P97-2

P97-3

This project has reached out to local people such as myself, to find out what we would like to see from them. There are many companies that never reach out to Chinatown and only reach out to us as an after thought.

I just finished a meeting with the Los Angeles Street Car project. They presented a plan to have the street cars run between 11st street to 1st street. On Hill and Broadway. I asked them why they didn't run the street cars to Little Tokyo, Olvera Street and Chinatown. If the plan was to encourage people to shop, eat and not drive cars. Then why weren't any of these three districts included? Why, because everyone forgets about us.

It is up to people like myself that have a passion for saving our communities to speak out, so that we can teach others about the history, beauty and contributions of Los Angeles Chinatown's culture and community. Hopefully this will have a positive affect in fighting discrimination and promote the survival, understanding and peaceful co-habitation of all the diverse cultures in the great city of Los Angeles.

Thank you for taking the time to read my letter. Please feel free to contact me if I can be of further assistance regarding this project or future developments in Chinatown or surrounding areas.

Best Regards,

Peter Kwong

Best Western Plus Dragon Gate Inn

Royal Pagoda Motel

Akwong5951@aol.com

[626-825-7780](tel:626-825-7780)

From: Ben Kolstad <ben@kolstad.com>
Sent: 12/6/2022 7:19:13 PM
To: LAART@metro.net
Subject: Dodger Stadium gondola? Please no.

This must be the worst idea I've heard in years. Please just use more buses. This pie-in-the-sky project reeks of special interest money. It is not a realistic solution to the problem of traffic during Dodger home games. Thanks very much.

Ben Kolstad
Dodger fan since '77

|
P98-1
|

From: Ray Melendez <raymelendez@mac.com>
Sent: 12/6/2022 12:06:55 AM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

And don't add any of those redflex red light cameras scams. Not sure who took payola for the ones in canoga park down canoga ave. What a shame. Someone got bribed.

Sincerely,

Ray Melendez

—

This email was sent from a mobile phone.

P99-1

P99-2

From: Micah Enloe <micahenloe@icloud.com>

Sent: 12/6/2022 11:22:00 PM

To: LAART@metro.net

Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,

Micah Enloe
Echo Park resident

1151 Laveta Terrace
Los Angeles, CA 90026

Sent from my iPhone

P100-1

From: Stephen Mirkin <mrsnug340@gmail.com>
Sent: 12/7/2022 7:56:18 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Steve Mirkin

P101-1

From: Edgar Mendez <edmendez653@icloud.com>
Sent: 12/7/2022 1:45:34 AM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Edgar M

Sent from my iPhone

P102-1

From: Gabriella Nieves <gabriella.nieves@icloud.com>
Sent: 12/7/2022 12:47:46 AM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Gabriella

Sent from my iPhone

P103-1

From: Wendy Whitcup <wendy.whitcup@gmail.com>
Sent: 12/7/2022 6:26:50 AM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
[name]

Thank you,
Wendy

P104-1

From: Phyllis Ling <pling@yahoo.com>
Sent: 12/7/2022 9:08:55 PM
To: LAART@metro.net
Subject: Format of LA ART DEIR In-Person Hearings

Hello,

Are both of the in-person DEIR public hearings for the LA ART Gondola (Aerial Rapid Transit project) being held in the "open house" format with various posters and kiosks stationed throughout the room? If so, how will people be able to make verbal public comment at these in-person meetings?

I'm asking specifically about the meetings on December 10, 2022 and January 12, 2023.

<https://www.metro.net/calendar/laart-public-hearing-in-person/> <<https://www.metro.net/calendar/laart-public-hearing-in-person/>>

<https://www.metro.net/calendar/laart-public-hearing-in-person-2/>
<<https://www.metro.net/calendar/laart-public-hearing-in-person-2/>>

Thanks,

Phyllis Ling

P105-1

From: Jack Tovar <jacktovar27@gmail.com>

Sent: 12/7/2022 11:47:29 PM

To: LAART@metro.net

Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer, I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos. Sincerely, [name]

P106-1

From: Nancy <nhoven@earthlink.net>
Sent: 12/8/2022 2:02:07 AM
To: LAART@metro.net
Subject: Comment on Gondola aerial transit project

Mr. Zelmer and staff,

I would like to make comment on the proposed gondola project between Union Station and Dodger Station. This is not a viable project to serve the greater community of Los Angeles residents. Specifically:

P107-1

1. It is a for-profit company requesting the project, to be subsidized with taxpayer dollars and will benefit a relatively small percentage of the population. It will cost users considerable money to use the service, unless they hold Dodger tickets. This does not make the service accessible to those on limited incomes, rather only those who can afford Dodger tickets or the fare.

P107-2

2. It serves a very limited community of people, specifically Dodger baseball fans and some communities along the route. They have other options such as the free Dodger buses during baseball season, and other Metro buses and trains.

P107-3

3. Metro dollars would better serve ALL the communities within Los Angeles by making improvements in current Metro bus and train lines. Adding more frequent service, doing a better job at providing safe stations and vehicles, expanding the Metro Micro project, and improving overall cleanliness.

P107-4

4. This would not necessarily reduce traffic and emissions. If it becomes a tourist or local novelty attraction, people will drive to the stations on the gondola route, impacting congestion and parking in surrounding neighborhoods, and not really reduce emissions overall. The sorry state of cleanliness and safety on bus and train lines discourages many people who might consider using current public transit to connect to a gondola station. The gondola will not attract more regular transit riders. We should invest in making our current transit work for those who have no options and must take public transit to their jobs, schools, medical appointments, and more.

P107-5

5. It would be unsightly, looming over the State Historic Park, and the light, noise and mechanisms would impact wildlife, especially bird life. These elements would also impact the experience of park users and residents of adjacent communities.

P107-6

Again, please don't invest taxpayer dollars into a project with limited benefit to the overall Los Angeles community.

P107-7

Thank you for your consideration.

Nancy Hoven
2228 Ewing St.
Los Angeles, CA 90039
nhoven@earthlink.net (mailto:nhoven@earthlink.net)

From: Miguel Nisthal <matrix00072@gmail.com>
Sent: 12/8/2022 7:54:07 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Miguel N.

Sent from my iPhone

P108-1

From: Mike Connors <weldmyster@aol.com>
Sent: 12/8/2022 12:00:45 AM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Mike Connors

P109-1

Comment Letter - P110

From: Karin Costello <karininthecanyon@gmail.com>
Sent: 12/8/2022 12:26:32 AM
To: LAART@metro.net
Subject: Ill-advised Gondola to Dodger Stadium project

Cory Zelmer, Deputy Executive Officer,

I strongly oppose Frank McCourt's vanity project. It will not seriously reduce traffic, it's expensive, and it will disrupt a neighborhood that is already greatly challenged. McCourt has never done anything good for Los Angeles, and he won't start now.

I'm a lifetime Dodgers fan and native Angeleno.

Karin Costello

P110-1
P110-2
P110-3

From: Ben Park <benbe83@hotmail.com>
Sent: 12/9/2022 8:51:25 PM
To: "LAART@metro.net" <LAART@metro.net>
Subject: Comments on LA ART Gondola

Please do not approve the LA ART Gondola.

This project would bring negative consequences to the neighborhoods it would be built in, from noise pollution, disruptive land use and displacement of residents and businesses, to the gentrification of the communities. Furthermore, all that disruption is unnecessary: A far better solution to improve public transit to Dodger Stadium would be to increase the scale and reach of the Dodger Express bus shuttle routes. This solution can be made sustainable with an all-electric bus fleet, an investment that would cost far less, and be a much easier and more effective solution, in every way, than the LA ART Gondola.

Thanks for your time.

Sincerely,
Ben Park
West Hollywood, CA

P111-1

P111-2

From: Desmond Blik <desmond.blik@gmail.com>
Sent: 12/9/2022 5:21:06 PM
To: LAART@metro.net
Subject: Draft LAART EIR comment

Hi Cory,

Hope you're doing well. Quick two cents on the Dodger gondola from somebody who's business it absolutely isn't:

Cool project, but 100 event days out of 365 calendar days seems like a low ratio. Would be a shame to have such a great piece of infrastructure with such frequent service to a site that certainly has some high peaks, but also has a lot of valleys. With that in mind is it possible to adjust the project to attain higher and more consistent ridership?

P112-1

1- Is there a way to implement a condition that the Dodgers redevelop at least some of the parking with a mix of housing (potentially affordable) and other uses? This would potentially reduce the peak event parking and traffic load (addressing some of the air quality and congestion concerns) and provide a more consistent source of ridership on the 265 non-event days each year.

P112-2

2- Is there a way to extend the alignment westward to serve Echo Lake? Possibly this involves second or third phases, but critically, locating and designing the stadium gondola terminal in a way that allows for future extension seems like it would be prudent, as one never knows, and it could allow for better service to Echo Lake (which is a bit off the transit track otherwise) and a potential link to the red and purple lines at MacArthur park, making access to Dodger Stadium more convenient from that direction. Pictured below (X is deleted stadium terminal, O is new stadium terminal location; think the lines mostly stick to public right-of-way):

P112-3

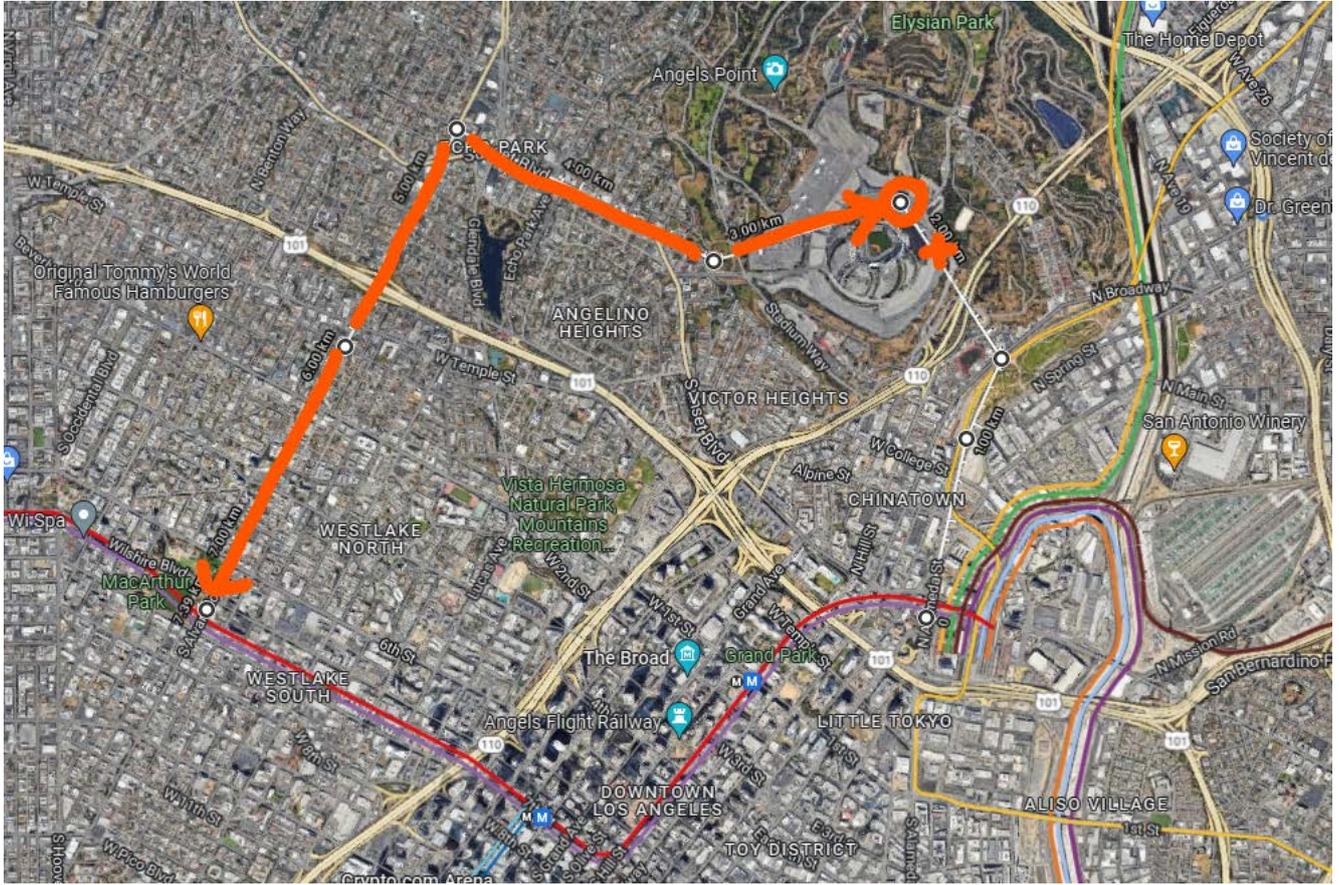
[image: image.png]

Hope you're enjoying the project and have a good holiday season ahead.

-Des

--

Desmond Blik
403.370.2330 | desmond.blik@gmail.com



Comment Letter - P113

From: Ovo Xxx <ovoxxx4@gmail.com>

Sent: 12/9/2022 9:43:25 PM

To: LAART@metro.net

Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer, I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos. Sincerely, [name]

P113-1

Comment Letter - P114

From: HUGO GARCIA <hgarcia4432@gmail.com>
Sent: 12/9/2022 1:29:10 AM
To: laart@metro.net
Subject: LA Aerial Rapid Transit Project

Dear Sir or Madam,

I was wondering if your on-line outreach notices are available in Spanish language. Please let me know.

Thank you,

Hugo Garcia

P114-1

From: Phyllis Ling <pling@yahoo.com>
Sent: 12/9/2022 4:58:44 PM
To: LAART@metro.net
Subject: Re: Format of LA ART DEIR In-Person Hearings

Hello, I haven't seen any response to my question yet. Could you please let me know the format of tomorrow's LA ART DEIR hearing at Union Station? Will there be a formal presentation and then a time for people to go up to a microphone to provide verbal comment?

Thanks,

Phyllis Ling

> On Dec 7, 2022, at 1:08 PM, Phyllis Ling <pling@yahoo.com> wrote:

>

> Hello,

>

> Are both of the in-person DEIR public hearings for the LA ART Gondola (Aerial Rapid Transit project) being held in the "open house" format with various posters and kiosks stationed throughout the room? If so, how will people be able to make verbal public comment at these in-person meetings?

>

> I'm asking specifically about the meetings on December 10, 2022 and January 12, 2023.

>

> <https://www.metro.net/calendar/laart-public-hearing-in-person/>

<<https://www.metro.net/calendar/laart-public-hearing-in-person/>>

> <https://www.metro.net/calendar/laart-public-hearing-in-person-2/>

<<https://www.metro.net/calendar/laart-public-hearing-in-person-2/>>

>

> Thanks,

>

> Phyllis Ling

>

>

>

P115-1

From: srouk redwoodresources.net <srouk@redwoodresources.net>
Sent: 12/10/2022 5:58:07 PM
To: "LAART@metro.net" <LAART@metro.net>
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

In addition, the goals of 35% for local, small, diverse, dvbe and lgbtq is a goal that Metro is also moving towards with their 48x28. They help with economic recovery and that is what we want for our communities.

Sincerely,
[name]

Schenae Rourk
Principal
310.356.7619<tel:310-356-7619>
510.516.0349<tel:510-516-0349>
Profile: <https://bit.ly/2Ti972v>
Www.RedwoodResources.net

"Nurture your mind with great thoughts, for you will never go any higher than you think."
Benjamin Disraeli
1804-1881, British Prime Minister

P116-1

P116-2

From: Christian D. Návar <cnavar@modative.com>
Sent: 12/10/2022, 10:44 AM
To: laart@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
[name]

Christian Navar
Modative
(310) 748-7726

[www](#) - [instagram](#) - [facebook](#)

P117-1

From: Celeste Salazar <celestedeбра@gmail.com>
Sent: 12/10/2022 9:09:28 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
[name]

Sent from my iPhone

P118-1

From: ANNA MENEDJIAN <annamenedjian@gmail.com>
Sent: 12/10/2022 6:47:16 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Anna Menedjian

P119-1

From: Casa Wilson <casa.wilson@gmail.com>
Sent: 12/10/2022 9:05:54 PM
To: LAART@metro.net
Subject: Dodger Stadium Gondola Project - Public Comment

Hello,

My name is Casa Wilson, and I live at 419 Solano Avenue near Broadway. I'm writing to provide public comment on the proposed Dodger Stadium Gondola Project.

As a resident of this neighborhood, I am vehemently opposed to this project and very concerned that it's being pushed through with a private company that has links to Dodger Stadium and the McCourt family.

Although there seem to be very few details about the project, these ones concern me:

1. The project would require the construction of those stations, a junction and a few towers, which Metro's EIR states "would result in significant and unavoidable impacts related to noise and vibration." Where? For how long?

2. The project serves ONLY Dodger Stadium and, for the most part, baseball fans which already have a free transit option (the buses that run from Union Station). As the California Endowment has pointed out, this is a tourist stunt, not an actual, viable transit option that will widely serve the community. I imagine it will also go empty for half the year when there are no Dodgers games!

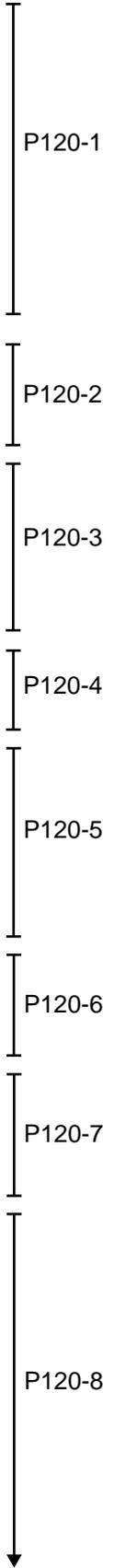
3. The apparent conflict of interest between Drew McCourt's company and his family's ties to the Dodgers and the stadium

4. The invasion of privacy for the residents of Chinatown and Solano Canyon. We're already facing a possible high rise apartment building development at the end of our street on Broadway (funded by another wealthy, connected L.A. family that owns the San Antonio Winery) that will bring more traffic and people to our quiet neighborhood. A gondola will mean that even the skies around our homes are taken up by money-grabbing developers, their projects, and their pollution.

5. No details about what will happen to Radio Hill and the unhoused population that live there and if it will still be accessible to the residents of this neighborhood who hike there.

6. The fact that, once again, this neighborhood is being destroyed and sidelined in service to a baseball team, of all things. It seems like an especially audacious move, considering the history of how Dodger Stadium was built and the people who lost their homes for its construction.

7. I've lived on both the Echo Park side and the Chinatown side of Dodger Stadium. The difference is stark and runs along class lines. When I lived on the Echo Park side, there were times I had to show my drivers license to even be allowed to enter the street I lived on on game days. On the Chinatown side, there are traffic cops that wave Dodger fans onto our tiny residential streets, despite the fact that there are signs all over the place that say "No Dodger Traffic Allowed" and "Local Access Only." To me it's clear that this gondola project is just another example of the disregard Dodger Stadium and the city of Los Angeles has for working class neighborhoods of non-native English speakers. There is no chance that a project like this (basically running buses over our heads on a daily basis for hours at a time) would be allowed or even considered in a wealthy,



gentrified neighborhood like Echo Park, and yet, it's being pushed through on our side with almost no public comment.

8. I'm also concerned about more Dodgers Fans flocking to our neighborhood to ride the gondola. My apartment is next to an alley and the Cordoba Corporation parking lot. Every single game day, we deal with Dodgers fans getting out of their cars to urinate on our house and in the alley. Now they'll be over our heads, too.

9. What kind of light pollution should we expect from this project? If the gondolas are running after games or other events, does that mean we can expect a lit up transit system shining into our homes all day and night? Will it be lit 24-hours a day?

Please consider that there are so many downsides for the people who live here and all in service of taking some baseball fans up a hill.

Please end this project. I'm cc'ing Eunisses Hernandez's website on this, as well, with the hope that she'll receive it as our new city council representative.

Thank you,

Casa Wilson

cont'd
P120-8
P120-9
P120-10
P120-11

From: Renee Young <reeneedkyoung@gmail.com>
Sent: 12/11/2022 2:02:50 AM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer, I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos. Sincerely, LA Resident

P121-1

Sent from my iPhone

Comment Letter - P122

From: Katherine Chrisman <katherinechrisman@yahoo.com>
Sent: 12/11/2022 2:20:42 AM
To: <LAART@metro.net>
Subject: DEIR!

Please take this project to heart and heart execute. As a homeowner here in West LA for 38 years I value this project for many reasons.
Katherine Chrisman

|
P122-1
|

Sent from Yahoo Mail for iPhone



2746 SEEBER DRIVE, BLDG A • GRAND JUNCTION, CO 81506
(970) 241-4442 • FAX (855) 835-0073 • www.leitner-poma.com

Comment Letter - P123



12/09/2022

To: Mr. Cory Zelmer, Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

Re: Los Angeles Aerial Rapid Transit Project

We would like to express our enthusiastic support for the proposed LA ART gondola system connecting Los Angeles Union Station and Dodger Stadium.

Leitner Poma has extensive experience as a manufacturer, as an operator, and investor in the cable-hauled mass transit sector (both for mountainous and urban environments). We feel confident that the Los Angeles Aerial Rapid Transit (LA ART) project would substantially enhance the safety and the reliability of public transit throughout the area, while enhancing the sustainability of public mass transit and featuring among the lowest cost per mile metrics.

To achieve the benefits of the technology, a capable and dedicated team is required. Our group has been able to work alongside the LA ART team during their planning process and can confirm that LA ART has assembled a highly competent team that has put forward a thoughtful plan that is feasible and buildable.

Furthermore, a gondola system is the **safest** and **most reliable** public transportation system for the route.

Safety is the most prominent feature of an aerial gondola. Indeed, a 2022 report of PWC (<https://www.pwc.de/de/branchen-und-markte/oeffentlicher-sektor/pwc-studie-urbane-seilbahnen-im-oepnv.pdf>) highlights the following:

- Aerial ropeways feature 1 accident occurring every 10,563,000 miles travelled
- In comparison, street cars display 1 accident every 139,808 miles, and buses have 1 accident every 382,764 miles.

Amongst our approx. 80 urban ropeways built worldwide, we have never experienced any major accidents nor vertical evacuations.

Gondola systems are extremely reliable, as the closed-loop system guarantees delay-free transportation on a uniform schedule with minimal wait times. Moreover, 3S (tricable) ropeways are designed for high passenger capacities allowing for hassle-free peak day / hour transportation, even during busy game days or events at the Stadium. Additionally, aerial gondolas have the capability to operate during windy days and at wind speeds of up to 62 MPH (dynamic wind pressure of 400 Pa), dramatically increasing the reliability of public transportation between Union Station and Dodgers Stadium. Leitner Poma has more than a century of experience in the cable transportation field, with more than 11,000 ropeways manufactured and installed

P123-1



worldwide, in ski resorts, entertainment, and urban settings. We have pioneered gondolas to be used for public transportation, with approximately 80 systems built across the world, including:

- Roosevelt Island Tramway in NYC
- Teleo 3S in Toulouse
- Cablebùs 2 in Mexico City
- Metrocable lines in Medellin

All of our ropeways have an availability rate of 99.9%. Some relevant examples include, but are not limited to:

- Zermatt 3S gondola on 12,700ft alt. in Switzerland, featuring a rope span of 1.7 miles between two towers, enduring wind speeds of up to 62 MPH on a daily basis
<https://www.youtube.com/watch?v=wPkAcAMgYoc>.
- Cablebus 2 gondola in Mexico City, which is the longest urban ropeway project on the planet, built on an earthquake-prone area without experiencing any disruption to the transit service (recently, an earthquake of the magnitude of 6.8 struck the area, without any disruption to the system besides a brief safety stop).
- Toulouse 3S gondola which resembles the environment and use of the LA ART project, where our Group installed a tricable gondola to transport passengers from the Sabatier University (intermodal transit hub, connected to the local subway line) to the hospital (middle terminal) and the cancer research center Oncopole (end terminal) <https://www.youtube.com/watch?v=EaDMDXp6df0>.

cont'd
P123-1

In closing, we think the justifications for the gondola are many, and would expand as this new mode of transit gains traction and acceptance in the community. This is a positive change to typical American transit modes, and Los Angeles is poised to lead this shift toward a more efficient and sustainable zero emissions future.

Sincerely,

Daren Cole
President
Leitner-Poma of America, Inc.

From: Lauren Fortner <lauren@editmediagroup.com>
Sent: 12/12/2022 9:10:33 PM
To: LAART@metro.net
Subject: Proposed Aerial Gondola Project

Dear Mr. Cory Zelmer,

I am writing to express my support for the proposed aerial gondola project, as it carries significant benefits in terms of reducing traffic. The aerial gondola is a great alternative to driving and will provide a reliable alternative to clogged highways and congested streets in Los Angeles. By taking cars off of the roads, we can significantly reduce air and noise pollution, as well as improve the flow of traffic in our city.

By switching to renewable resources, we can help slow the effects of climate change and contribute to a healthier, cleaner, and more sustainable Los Angeles. I enthusiastically support the Los Angeles aerial gondola project and hope that you will give it due consideration.

Sincerely,
Lauren

--

--

*Lauren Fortner *
co-founder
*Lauren@editmediagroup.com <Lauren@editmediagroup.com> *

*** as featured in Forbes <<http://bit.ly/2lQqlbE>>*****

<<https://www.editmediagroup.com/>>
IG @theedit <<http://instagram.com/theedit>>
FB @editmediagroup <<http://facebook.com/editmediagroup>>

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P124-1

From: Tara Kays <tara.kays@gmail.com>
Sent: 12/12/2022 11:28:03 PM
To: LAART@metro.net
Subject: Metro

Dear Metro,

I am writing to express my support for the proposed aerial gondola project, as a passionate Dodgers fan. It is a fast and efficient means of transportation that provides easy access to Dodgers Stadium without having to be weighed down by congested traffic. The aerial gondola project will provide an enjoyable and stress-free ride for fans on game day!

Thank you!!
Tara

P125-1

From: Jessica Wong <jesswong25@gmail.com>
Sent: 12/12/2022 10:31:40 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Jess

P126-1

From: Abraham M <amercado58@gmail.com>

Sent: 12/12/2022 10:24:18 PM

To: LAART@metro.net

Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
[name]

Sent from my iPhone

P127-1

From: Min Polley <minpolley@gmail.com>
Sent: 12/12/2022 9:11:00 PM
To: "laart@metro.net" <laart@metro.net>
Subject: Gondola LA

Dear Mr. Zelmer,

I am writing to express my support for the proposed aerial gondola project, as it carries significant environmental benefits. The aerial gondola is a great alternative to both overground and underground rail systems due to its low construction and operational costs, as well as its minimal disruption of natural and existing urban environments.

The aerial gondola project is sure to help reduce air and noise pollution in Los Angeles, and I sincerely hope it gets approved.

Thank you,
Min

Min Polley
310.738.9950

P128-1

From: Sharon Coleman <scoleman@colemancon.com>
Sent: 12/13/2022 1:04:17 AM
To: "laart@metro.net" <laart@metro.net>
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer, I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos. Sincerely, LA Resident

Get Outlook for Android<<https://aka.ms/AAb9ysg>>

P129-1

From: Navid Nakhaee <navidnak@gmail.com>
Sent: 12/13/2022 1:00:33 AM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,

Navid
LA Resident

Sent from my iPhone

┌
└ P130-1

From: Alejandro Herrera <aherrera140@toromail.csudh.edu>
Sent: 12/13/2022 9:51:54 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Alejandro Herrera

P131-1

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

建造缆车会影响民居的生活, 私隐和安全, 在民居
近建缆车是不可行的, 希望市政府加以阻止还
的安静和安全的环境!
生活

P132-1

TRANSLATION:

Building a gondola will affect residents' life, privacy, and safety. It is infeasible to build a gondola close to residential houses. I hope the city government can stop it and bring a quiet and safe living environment back to me.

► RECEIVED ◀

DEC 13 2022

Date: 12-03-22 Name: Michelle Liu

Signed: Michelle Liu

Fecha: _____ Nombre: _____

Firmado: _____

日期: _____ 姓名: _____

签: _____

Riqí: _____ Xìngmíng: _____

From: Juniper Wong <juniperwon9@gmail.com>
Sent: 12/14/2022 3:34:08 AM
To: LAART@metro.net
Subject: Public Comment Re: LA ART Gondola

Hello,

I was in attendance for tonight's Zoom hearing regarding the LA ART proposed gondola. I believe the Cantonese interpreter padded one of the Chinese comments in his English translation.

This comment was given around the *6:49pm mark*. As a Cantonese speaker, I heard the caller say simply "I support the gondola. It is good for Chinatown." The interpreter then translates this to English saying she said "I support the gondola. It is good for local business." Which is not what the woman said and not the point she made.

I request you review all the Chinese verbal comments for this kind of inaccuracy. This is the second time I've experienced unfair treatment through the Chinese interpreters from LA Metro.

On Dec 10 at the Union Station hearing, I was in attendance with Cantonese seniors who submitted written public comment. The Cantonese interpreter at the front desk read one of these comments, came up to me afterwards, and said, in Chinese, that the comment was ineligible. That the senior "misunderstood" the project because her concern regarding affordability in the neighborhood did not apply. I asked him if he would still accept it, and he said yes, as he should have without question to begin with. I still do not understand why he did that as I find this unethical — to give this "feedback" knowing others around us could not understand him — but it did give me insight into what LA Metro considers "eligible" concern.

I hope you will look into all of this, and realize how misguided this project is, from its very idea as a transportation solution, to the very conduct of the people who are supposed to provide accessibility.

Thanks,

Juniper

P133-1

P133-2

From: Désirée Lenart <desireelenart@gmail.com>
Sent: 12/14/2022 6:34:48 AM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Desiree Lenart

P134-1

From: jtovar tovargeo.com <jtovar@tovargeo.com>
Sent: 12/14/2022 3:08:40 AM
To: "LAART@metro.net" <LAART@metro.net>
Subject: Comment on Gondola Project

Dear Metro,

I support the Gondola project, and I appreciate the goal of 35%, it's unprecedented for local, small, diverse, and DVBE businesses. We need economic recovery and this project can help.

Ultimately though, I'm not sure the path is the best path considering all the opposition to the project - especially from residents in the proposed area. I should be considered that the best path is not always a straight line. Additionally, the start and end location should be optimal locations. The path should be designed in a way that does not impede on residential peace, and the natural landscape, but will still add value to the City of Los Angeles.

I propose that we include an analysis study for optimal path in the EIR.

My firm is ready and able to perform and deliver on this analysis to be included in the EIR.

Please don't hesitate to contact me for further discussion.

Warm regards,

Jorge Leandros Tovar
Founder and CEO
[cid:image003.jpg@01D90F26.48D7B3D0]
PO Box 2753
Downey, California 90242
jtovar@tovargeo.com<mailto:jtovar@tovargeo.com>
562-852-8391
SBE | DBE | DVBE | MBE | LSBE | LBE | SLB Certified, Veteran Owned Business
<http://www.tovargeo.com><<http://www.tovargeo.com>>

P135-1
P135-2

From: Diane Weiss <weiss.dianel@gmail.com>
Sent: 12/15/2022 6:04:27 AM
To: "LAART@metro.net" <LAART@METRO.NET>
Subject: STOP THE GONDOLA!

For heaven's sake!

Again, a billionaire wants a new ridiculous toy in his name and the city swallows all the green-washing hook, line & sinker and gets excited for another over-blown project which will NOT do what it promises to!

P136-1

Frank McCourt is selling you a lie. You really think a veery slow-moving gondola is going to solve traffic problems to the Dodger games? When people have to drive and park at the stations? After the first game, when the over-priced novelty wears off, no one is going to take the extra time to stand in a gondola line possibly for over an hour, especially when they have to do the same thing in reverse when they're ready to just get home after the game. It will not be used! You will waste our precious open space, tax-payer money and invaluable environment for nothing if you go through with this horror!

P136-2

Here the most important fact you should think of every time you have a stupid development plan in front of you:

In the last 50 years, the world has lost two-thirds, (2/3, or 60%) of our wildlife due to development and ruination of habitat. (<https://www.worldwildlife.org/press-releases/69-average-decline-in-wildlife-populations-since-1970-says-new-wwf-report> <<https://www.worldwildlife.org/press-releases/69-average-decline-in-wildlife-populations-since-1970-says-new-wwf-report>>)

P136-3

We cannot afford frivolous, wasteful, vanity developments like this stupid gondola! At some point, we HAVE to stop being so greedy and short-sighted. This thing will disrupt wildlife all around this development, halting mating seasons, causing more undue stress on animals, causing the permanent loss of local wildlife. It will become a giant eyesore, destroying countless vistas from all over LA, including from some of our most beloved jewels of the city.

We have to learn to treat our city with grace. This kind of ego-driven monster is a God-awful idea, presented by highly-skilled shysters who want you to believe their gold-digging is for your own good.

P136-4

PLEASE STOP THE @\$%& GONDOLA.

Diane Weiss
Hollywood

From: "(null) (null)" <Miguel_Haro@yahoo.com>
Sent: 12/15/2022 11:07:33 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,

Miguel Haro Jr.
(323) 217-3296
miguel_haro@yahoo.com

P137-1

From: Veronica <veronica@cmcleaningsolutions.com>
Sent: 12/16/2022 12:22:32 AM
To: LAART@metro.net
Subject: Gondola

To whom it may concern:

I support the Gondola!

Sincerely,

Veronica Corona
President~ CM Cleaning Solutions Inc.
Cell: (310) 880-2045
Fax: (310) 933-1735
<http://www.linkedin.com/in/veronicacorona>
Keeping it clean while you sleep!

P138-1

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From: Jay Adriano <jladriano@icloud.com>
Sent: 12/16/2022 1:16:54 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Jay Adriano

Best,
Jay Adriano
310.993.1333

P139-1



DLA Piper LLP (US)
550 South Hope Street
Suite 2400
Los Angeles, California 90071-2618
www.dlapiper.com

A. Catherine Norian
catherine.norian@us.dlapiper.com
T 213.694.3146

VIA E-MAIL: LAART@metro.net

December 16, 2022

Mr. Cory Zelmer
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

Re: Comment Letter on the Draft EIR for the Los Angeles Aerial Rapid Transit Project

Dear Mr. Zelmer:

DLA Piper LLP (US) represents Chinatown Station Owner LLC (“CSO”), and is submitting this comment letter on CSO’s behalf. CSO owns the properties located at 129-135 West College Street and 924 North Spring Street, Los Angeles, California (collectively, the “Property”). The Property is a 4.9-acre site located immediately adjacent to the proposed Chinatown/State Park Station for the proposed Los Angeles Aerial Rapid Transit Project (“Project”) sponsored by LA Aerial Rapid Transit Technologies LLC (“Project Sponsor”). In March of 2019, the City of Los Angeles (“City”) approved the Property for development of a seven-story building containing a maximum of 725 multifamily residential units and 51,600 square feet of commercial uses. All litigation challenging that approval has either been settled or finally concluded in the City’s and CSO’s favor, and development of the Property is proceeding.

P140-1

The Draft Environmental Impact Report dated October 17, 2022 (“Draft EIR”), prepared on behalf of the Los Angeles County Metropolitan Transportation Authority (“Metro”) as lead agency for the Project, is defective under the California Environmental Quality Act (“CEQA,” Pub. Res. Code, §§ 21000 et seq.) and its companion regulations (“CEQA Guidelines,” Title 14, Cal. Code Regs., §§ 15000 et seq.) for the following reasons.

P140-2

Metro's Draft EIR fails to fulfill its statutory purpose as an informational CEQA document. It does not adequately describe the Project, leaving key elements unspecified and consequently unexamined. It

P140-3



improperly engages in a piecemeal review rather than analyzing the impacts of the entirety of the true Project, and fails to consider how the Project reviewed in the Draft EIR is a part of, or precursor to, a future environmentally impactful project planned by the Project Sponsor including, without limitation, the redevelopment of the area on and surrounding the Dodger Stadium parking lot. The Draft EIR also unlawfully fails to address, much less analyze, the cumulative impacts of the Project together with this future project, and their potential growth-inducing impacts.

cont'd
P140-3

The Draft EIR not only fails to adequately describe and analyze the whole of the Project, its Project Description is also inadequate, unstable and missing material information. As more fully set forth below, the Draft EIR fails to adequately analyze impacts related to Air Quality, Historic and Archeological Resources, Noise, Transportation, and Aesthetics, and its mitigation measures are legally invalid under CEQA, for the reasons described below.

P140-4

Metro is obligated by law to revise the Draft EIR to consider the impacts of the entirety of the true Project, and recirculate the Draft EIR, before considering its approval.

I. THE DRAFT EIR INCLUDES AN INADEQUATE PROJECT DESCRIPTION

The definition of the project analyzed in an EIR is critical to the sufficiency of that EIR under CEQA. “An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR.” (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193 (“*County of Inyo*”) (italics in original).) “‘Project’ means the whole of an action, which has a potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment....” (CEQA Guidelines, § 15378.) The definition of the project must include not only the activities to be undertaken immediately, but also all “‘reasonably foreseeable’ future activities related to the proposed project.” (*Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 428 (“*Vineyard*”); *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 396.

P140-5

An EIR is prepared under CEQA to describe and analyze the significant environmental effects of a project and discusses ways to mitigate or avoid the effects. (Id., § 15362.) The EIR’s analyses must encompass all facilities and components necessary to the project. (*Santiago County Water Dist. V. County of Orange* (1982) 118 Cal.App.3d 818, 829-831 (“SCWD”).) The EIR’s project description cannot include a broad list of project purposes, some of which are never analyzed in the EIR. (*County of Inyo v. City of Los Angeles* (1981) 124 Cal.App.3d 1, 6 (“*County of Inyo II*”).) If an EIR contains a project description that is unstable, or that fails to include components, facilities or actions integral to the project, or if the EIR fails to assess the potential impacts of purposes or components of the project included in the project description, the EIR’s analyses and conclusions are undermined and the EIR is rendered invalid under CEQA. (See, e.g., *Vineyard*, supra, at p. 429; *Santiago County Water Dist.*, supra, 118 Cal.App.3d at 829-831; *County of Inyo II*, supra.)

P140-6

A. THE PROJECT DESCRIPTION IS UNSTABLE

As described in the Draft EIR’s Section 2.0, *Project Description*, the Project has two overall purposes: (1) to provide an aerial rapid transit option for people traveling from Union Station to events at Dodger Stadium (p. 2-42), estimated at only approximately 100 events per year (Section 2, *Project Description*, p. 2-10), and (2) to provide transit access for visitors to the Los Angeles State Historic State Park, and for commuters and residents in neighborhoods along the Union Station/Dodger Stadium route, including Elysian Park, Solano Canyon, Echo Park, Mission Junction, Chinatown and El Pueblo (Section 2, *Project Description*, pp. 2-13, 2-42). The Draft EIR explains that the Project is needed to reduce traffic congestion and associated pollution in and around Dodger Stadium and in the communities along the Project’s alignment, which are “disproportionately burdened with multiple sources of pollution.” (Id., p. 2-10.) To serve these two purposes, the Project would operate daily from 6:00 a.m. to 12:00 a.m. (Id., p. 2-42)

P140-7

However, both logic and the statements and analyses in the Draft EIR demonstrate that the actual Project intended by the Project Sponsor is narrow – simply and only limited to the first purpose of replacing

P140-8

vehicle trips to Dodger Stadium with the Project for the 100 events per year. To the extent that the Draft EIR’s analyses broaden to analyzing the Project’s purported second goal of expanding transit service to the surrounding communities, the Draft EIR is defective for failing to provide a consistent and accurate Project Description. As the *County of Inyo* court noted, “[a] curtailed, enigmatic or unstable project description draws a red herring across the path of public input.” (*County of Inyo*, supra, 71 Cal.App.3d at 197-198.)

Turning to logic first, the Project is not needed either to transport people to 100 events per year at Dodger Stadium, or to travel a route that currently is generally traveled by the Gold Line. The Gold Line already provides a transit option to alleviate traffic congestion and associated pollution for persons living in Chinatown and Mission Junction; similarly, transit options available at Union Station already serve the El Pueblo neighborhood. Nor could the Project provide a transit option at Dodger Stadium for persons living in the Elysian Park and Solano Canyon neighborhoods, despite the Project Description’s representation (p. 2-10); to the contrary, as disclosed at page 2-39 and in Section 3.17, *Transportation*, at page 3.17-26, the Project and its Dodger Stadium Station cannot provide connectivity to the Elysian Park and Solano Canyon neighborhoods because there is no assurance that the Project Sponsor would be able to negotiate the necessary “potential mobility hub” in the future at Dodger Stadium. Without that mobility hub, there is certainly no need for the Project to operate daily from 6:00 a.m. to 12:00 a.m. to serve a non-existent transit option for the neighborhoods near Dodger Stadium. Similarly, the Project would not serve Echo Park or Mission Junction as there are no proposed stops in those neighborhoods.

Therefore, logically, the Project is only needed to transport people to Dodger Stadium, as a transit option that can “overcome grade and elevation issues” (Section 2.0, *Project Description*, p. 2-12). As such, there is no need for the Project to operate daily from 6:00 a.m. to 12:00 a.m. and to build a Chinatown/Los Angeles State Historic Park station and associated “amenities” in the park (“Chinatown Station”).

Although the scope of the Draft EIR’s analyses varies from broad to narrow, much of the Draft EIR’s content is limited to assessing the impacts of the narrow Project, focused only on the impacts of a Project

cont'd
P140-8

P140-9

P140-10

P140-11

P140-12



that would eliminate vehicle trips to Dodger Stadium. The majority of the Purpose and Need section of the Project Description discusses the history of Dodger Stadium, its configuration, and its traffic congestion, with only one paragraph devoted to purported unserved neighborhood transit needs. (Section 2.0, *Project Description*, pp. 2-10, 2-12.) The Project Description lists 13 Project Objectives, seven of which explicitly address reducing vehicle trips to and congestion at and around Dodger Stadium; the majority of the remainder address the benefits of the sustainability and route of the gondola, itself. (Id., pp. 2-12 – 2-13.)

cont'd
P140-12

Many of the critical impact analyses in the Draft EIR are similarly limited assessing the effects of the Project at Dodger Stadium, without regard to the effects of providing transit to and reducing congestion and pollution in the communities along the Project’s route. For example, the analysis of the Project’s operational air quality impacts in Section 3.3, *Air Quality*, uses mobile source baseline information consisting of the 2019 “vehicular emissions associated with games and special events associated with Dodger Stadium resulting from passengers and vehicles traveling to the game along with employees” (p. 3.3-22). Similarly, the greenhouse gas (“GHG”) emissions reduction analysis in Section 3.8, *Greenhouse Gas Emissions*, also focuses exclusively on Dodger Stadium (pp. 3.8-17 - 3.8-18). The technical reports supporting both sections clearly state that the operations scenarios assume, for mobile source emissions:

P140-13

“the availability and use of the gondola system would decrease the number of people traveling to Dodger Stadium (and surrounding areas) in passenger vehicles and increase the number of people using transit. This shift in transportation mode would reduce total VMT and vehicle idling time in and around Dodger Stadium, associated with passenger vehicles.”

(Appendix D, *Air Quality/Health Risk Assessment*, p. 23; Appendix J, *GHG*, p. 25.) The GHG Section uses the same 2019 mobile source baseline information from Dodger Stadium and future mobile source estimates that the Air Quality Section used. (See Section 3.8, p. 3.8-x; Appendix D, AQ-J, p. 25.)

By contrast, in Section 3.17, *Transportation*, the Draft EIR’s analyses broaden to include the Project’s purported second purpose by, among other things, estimating future ridership from the neighborhoods along the Project’s alignment and from tourists (pp. 3.17-25 – 3.17-26).

P140-14



The Draft EIR’s shifts between analyzing different project descriptions proves that the Draft EIR’s Project Description is unstable and, therefore, that the Draft EIR fails under CEQA “as a vehicle for intelligent public participation.” (*County of Inyo*, supra, 71 Cal.3d at pp. 197-198.)

P140-15

B. THE PROJECT DESCRIPTION IS MISSING KEY INFORMATION

The Project Description also omits and fails to adequately describe key elements of the Project, the omission of which leads to a failure to assess the Project’s full impacts. For example, there is no depiction of the Project’s profile in Project Description – no information regarding how the Project’s stations and towers will appear, how high the stations and towers will be, how high the gondolas would run, and the ascending and descending heights of the gondolas as they depart from and approach the stations. The only depiction of this critical information is buried in an appendix, Appendix Q, *Proposed Alignment Plan and Profile*. The profile is included as the final page of this appendix and provides critical information regarding the height from which the gondolas would be descending into the Chinatown Station and the height to which the gondolas would be ascending from the Chinatown Station. This information, in turn, directly affects the level of impact on the future residents of the Property, particularly the noise and aesthetics impacts. On “game days,” when the gondolas would be running every 23 seconds, these impacts would be significant; however, the Draft EIR fails even to consider them.

P140-16

As another example, the Project Description mentions in passing that the gondolas would “be equipped with privacy glass that can become opaque while adjacent to sensitive views.” (Section 2.0, *Project Description*, p. 2-18.) “Privacy glass” and “sensitive views” are not defined and nothing further is said. However, this statement tacitly acknowledges that the Project would significantly adversely affect sensitive land uses and receptors – including the future residents of the Property. Also buried in an appendix, Appendix M, *Noise and Vibration Report*, again as the final page of that appendix, is the information that the gondolas would run just 35 feet from the windows of the Property’s residents. Gondolas filled with up to 40 persons running by the windows of the Property’s residents every 23 seconds on “game days” would create a

P140-17

significant environmental impact on those residents (as well as an invasion of privacy) that is not analyzed in the Draft EIR. The omitted information regarding the privacy glass, how and when it would become opaque while adjacent to sensitive views, and what would be considered to be sensitive views is critical to both a legally sufficient Project Description and a comprehensive analysis of the Project’s impacts under CEQA, even under the limited scope of the Project addressed in many of the Draft EIR’s sections.

P140-18

Additionally, the Project Description fails to disclose that the Project is relying heavily on what the Draft EIR admits are uncertain ridership projections for tourists to justify the planned 6:00 a.m. to 12:00 a.m. schedule. While the Project Description does list tourists among the list of expected ridership sectors (Section 2.0, *Project Description*, p. 2-42), the Draft EIR discloses fundamental uncertainties regarding this sector. The existence of this ridership sector would depend on the Project “capturing a share of the existing tourism in Los Angeles;” and the size of this sector “would not be consistent on a daily basis and would be variable depending on the seasonality of tourism in Downtown Los Angeles” and further, on game days, game day riders with pre-paid timed tickets on the gondola would have priority boarding over tourists. (Section 3.17, *Transportation*, p. 3.17-25.) Even so, Table 3.17-4 in Section 3.17, *Transportation*, discloses that the Project is relying on *substantial* projected tourism-generated ridership to support it:

P140-19

- 2,575 tourism-generated riders to the Dodger Stadium station on a low weekday in both 2026 and 2042, as compared to
 - 1,225 neighborhood riders to *all* destinations in 2026 and
 - 1,625 neighborhood riders to *all* destinations in 2042;
- 3,570 tourism-generated riders to the Dodger Stadium station on a low weekend day in both 2026 and 2042, as compared to
 - 720 neighborhood riders to *all* destinations in 2026 and
 - 920 neighborhood riders to *all* destinations in 2042

The tourism-generated ridership numbers are ostensibly supported by Appendix N, *Transportation*, but a reader searching for that support must look farther to an attached four-page report prepared by HR&A Advisors, Inc. (“HR&A”). HR&A’s report purports to estimate the likely number of tourists who would utilize the gondola per year; while this report lists a number of gondolas and trams currently operating worldwide and purports to separate the commuter ridership from the tourist ridership for each and to identify the characteristics that attract tourists, at the end, the report’s estimate that 915,000 tourists would use the Project per year is based on an undisclosed calculation. (Appendix N, HR&A Analysis, p. 4.) As such, this estimate constitutes mere speculation and unsubstantiated opinion and narrative. Moreover, the Draft EIR cannot rely on information “buried in an appendix” to carry out its obligation under CEQA to inform the public. (*Santa Clarita Organization for Planning the Environment v. County of Los Angeles* (2003) 106 Cal.App.4th 715, 722-723 (holding that an EIR is inadequate where information “is scattered here and there in EIR appendices.”).)

P140-20

The Project cannot justify its 18-hour schedule and Chinatown Station, much less its significant and unmitigated impacts as discussed below, with ridership figures that are inflated with uncertain and speculative tourism-generated numbers. Further, as discussed above, the neighborhood ridership numbers are also speculative, particularly since the Project does not contain a mobility hub at the Dodger Stadium station on which the currently unserved neighborhoods would depend. Moreover, even if the tourism-generated ridership numbers were considered valid, those riders are expected to travel to the Dodger Stadium station, only, which assumption again demonstrates that the Project has only a single purpose – the development of a gondola between Union Station and Dodger Stadium to eliminate vehicle trips to Dodger Stadium.

P140-21

As discussed further below, the Project Description also omits a critical portion of the Project that is planned as a later phase, the impacts of which must be analyzed as part of the Project or otherwise in conjunction with the Project’s impacts. (*Citizens Assn. for Sensible Dev. of Bishop Area v. Cty. of Inyo* (1985) 172 Cal.App.3d 151, 165-166.) The Project Description also refers to, but omits, Figures 2-30 through 2-32.

P140-22



The omissions from the Project Description carry through into each of the environmental impact discussions in the Draft EIR, rendering the analysis of each topic addressed invalid in the absence of sufficient information about the Project. Without these critical facts about the Project itself, the Draft EIR fails as an informational document. It fails to conduct a valid CEQA analysis of the potential environmental impacts caused by the Project, and likely fails to identify potentially significant impacts. The description of the Project is the foundation of the Draft EIR. The fact that the Project Description here is fatally inadequate is sufficient to invalidate the entire Draft EIR. (See *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 729-730 (EIR set aside for failure to analyze the whole project).)

P140-23

II. THE DRAFT EIR'S PROJECT DESCRIPTION ENGAGES IN IMPROPER PIECEMEALING AND FAILS TO CONSIDER CUMULATIVE AND GROWTH-INDUCING IMPACTS

The requirements of CEQA cannot be avoided by piecemeal review that results from "chopping a large project into many little ones-each with a minimal potential impact on the environment-which cumulatively may have disastrous consequences." (*Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263, 283-284.) Such segmented, or "piecemealed," environmental reviews also "eliminate the opportunity to mitigate interactive impacts effectively." (*Tuolumne County Citizens for Responsible Growth v. City of Sonora* (2007) 155 Cal.App.4th 1214, 1230-1231.) A CEQA document must define the scope of a project to include future phases or expansions where: (1) they are reasonably foreseeable consequences of the initial project; and (2) the future phase or expansion will be significant in that it will change the scope or nature of the initial project or its environmental impacts. (*Laurel Heights Improvement Assoc. v. Regents, supra*, 47 Cal.3d at p. 396.) Courts have also established that an activity falls within the scope of a project if it is among "various steps which taken together obtain an objective" (*Tuolumne County Citizens, supra*, at p. 1226), or if the activity is a crucial functional element of the larger project such that, without it, the larger project could not proceed (*San Joaquin Raptor/Wildlife Rescue Ctr. v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 731,-732).

P140-24

Additionally, CEQA requires an analysis of the "cumulative impacts" from interconnected or related projects. (CEQA Guidelines § 15355; *Las Virgenes Homeowners Federation, Inc. v. County of LA* (1986) 177 Cal.App.3d 300, 306.) "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project *when added to other closely related past, present, and reasonably foreseeable probable future projects*. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." (*Los Angeles Unified School Dist. v. City of Los Angeles* (1997) 58 Cal.App.4th 1019, 1024-1025 (emphasis added).) CEQA also requires an analysis of "growth-inducing impacts," which assesses the ways in which a project could foster economic or population growth, or future residential or commercial, either directly or indirectly, in the surrounding environment. (CEQA § 21100(b)(5).)

P140-24

The Draft EIR fails to recognize that the Project is, in reality, a component of a larger plan to redevelop the current parking lot at Dodger Stadium into a different use and to assess the potential impacts of the whole of that Project. The Draft EIR's Project (whether narrowly or more broadly defined in the Draft EIR) is simply the first step in the true Project – eliminating the parking lot to make way for the redevelopment. Evidence of this plan has been in the public domain for more than a decade.

P140-25

The Project Description generally describes the Project as an aerial gondola system, spanning only approximately 1.2 miles, consisting of cables, three passenger stations, a non-passenger junction, towers, and gondola cabins. (See, e.g., Section 2.0, Project Description, pp. 2-1.) However, the DEIR fails to disclose that the owner of the Dodger Stadium parking lot has plans to build a significantly larger project to redevelop the area on and around the parking lot with a museum, shops and parking garages. (See Exhibit 1, *Dodgers remains fans of football & real estate development*, The Eastsider, dated February 25, 2022.) [According to published reports, a court filing reveals that the Dodgers have a \$500 million redevelopment plan that would be serviced by the Project, and even the long-term lease agreement for the parking lot includes provisions for future plans for Dodger Stadium, including the development of offices, shops and entertainment uses.

P140-26

(See Exhibit 2, *Tear Up the Dodger Stadium Parking Lot*, Legal Planet, dated November 2, 2018.) A prominent architecture firm even describes and advertises on its website the Dodgers plans to build a new urban plaza, office building and interactive museum. The development plan boasts a new eight level, 900 car parking structure and a series of food service/retail concession clusters. (See Exhibit 3, available at: <https://johnsonfain.com/projects/architecture/commercial/la-dodgers-stadium-next-50/>.) Here, the Draft EIR fails to analyze, much less even mention, the anticipated future uses at the Dodger Stadium parking lot and the likely effects of those uses, that the Project would make possible.

P140-27

Further, while the Draft EIR addresses growth-inducing impacts, its discussion is narrowly focused on whether the Project would induce population growth or residential development, and completely ignores the language in Section 15126, subdivision (e) instructing that “the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively” should also be discussed. (CEQA Guidelines, § 15126(e).) The Project would clearly “encourage and facilitate” the future plans to redevelop the Dodger Stadium parking lot with commercial uses, and the potential impacts of that future component of the Project should have been assessed.

P140-28

The failure of the Draft EIR to address and analyze the impacts of the Project together with this foreseeable future project as either being part of the Project, or as “closely related past, present, and reasonably foreseeable probable future projects” creating cumulative impacts, or under the Project’s growth-inducing impacts, is a fundamental violation of CEQA that infects each of the Draft EIR’s impact analyses and renders the Draft EIR void as an informational document. (See *Los Angeles Unified School Dist.*, supra, 58 Cal.App.4th at pp. 1024-1025.)

P140-29

III. THE DRAFT EIR’S ANALYSES OF THE PROJECT’S AIR QUALITY AND GREENHOUSE GAS EMISSION IMPACTS ARE LEGALLY DEFICIENT

P140-30

As discussed above, the Draft EIR’s analyses of the Project’s operational impacts on Air Quality and GHG emissions are defective because they fail to assess the potential impacts of the entire Project not only

with respect to future plans for the Dodger Stadium parking lot, but even as described in the Project Description.

As stated above, the analysis of the Project’s operational air quality impacts in Section 3.3, *Air Quality*, uses for its mobile source baseline information the 2019 “vehicular emissions associated with games and special events associated with Dodger Stadium resulting from passengers and vehicles traveling to the game along with employees” (p. 3.3-22; see also 3.3-16). Similarly, the greenhouse gas (“GHG”) emissions reduction analysis in Section 3.8, *Greenhouse Gas Emissions*, also focuses exclusively on Dodger Stadium (pp. 3.8-17 - 3.8-18). The technical reports supporting both sections clearly state that the operations scenarios assume, for mobile source emissions:

“the availability and use of the gondola system would decrease the number of people traveling to Dodger Stadium (and surrounding areas) in passenger vehicles and increase the number of people using transit. This shift in transportation mode would reduce total VMT and vehicle idling time in and around Dodger Stadium, associated with passenger vehicles.”

(Appendix D, *Air Quality/Health Risk Assessment*, p. 23; Appendix J, *GHG*, p. 25.) The GHG Section uses the same 2019 mobile source baseline information from Dodger Stadium and future mobile source estimates that the Air Quality Section used. (See Section 3.8, p. 3.8-x; Appendix D, AQ-J, p. 25.)

The Air Quality section is further deficient by failing to set forth basic construction assumptions upon which its construction emissions calculations were based, including for example, whether all construction equipment was assumed to be operating simultaneously. To the extent that basic information, which is disclosed in virtually every Draft EIR Air Quality section when discussing construction emissions, may be included in Appendix B, *Construction Assumptions*, it is buried not only in that appendix, but in that appendix’s many tables. An EIR that buries basic information such as construction impact assumptions in appendices does not suffice under CEQA as an informational document. (*Santa Clarita Organization for Planning the Environment v. County of Los Angeles, supra*, 106 Cal.App.4th at pp. 722-23; see also *Vineyard Area*

cont'd
P140-30

P140-31

P140-32

P140-33

Citizens for Responsible Growth v. City of Rancho Cordova (2007) 40 Cal.4th 412, 442 (“[I]nformation ‘scattered here and there in EIR appendices,’ or a report ‘buried in an appendix,’ is not a substitute for ‘a good faith reasoned analysis.’”.)

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P140-33

Likewise, analysis critical to the GHG Section is missing and/or improperly buried in the appendix. Specifically, the GHG section fails to provide an analysis related to a purported net decrease in GHG emissions, which is only discussed in the Appendix. The GHG Section also lacks analysis as to how the Project would purportedly decrease the number of people traveling to Dodger Stadium or the general area in passenger vehicles. Moreover, the reports buried within the appendix rely on unsupported assumptions, including, but not limited to, conclusions related to the reduction of emissions and trips, flawed data related to ticket sales, and outdated data from 2011 to 2015 related to ridership.

P140-34

IV. THE DRAFT EIR IMPROPERLY FAILS TO IDENTIFY AND ANALYZE IMPACTS TO HISTORIC/ARCHEOLOGICAL RESOURCES WITHIN ITS PURPORTED ANALYSIS OF IMPACTS TO CULTURAL RESOURCES

CEQA requires a lead agency to evaluate whether a project would result in substantial adverse impacts affecting the significance of historical resources. (CEQA § 21084.1; CEQA Guidelines § 15064.5(a) and (b).) These resources include resources *eligible* for listing in the California Register of Historical Resources, and those listed in local historic resource registers. See *Citizens for Responsible Development in West Hollywood v. City of West Hollywood*, 39 Cal.App.4th 490, 503-504 (1995). Additionally, special standards apply under CEQA regarding the mitigation of impacts to historic resources. (See, e.g., Pub. Res. Code § 21084.1; CEQA Guidelines §§ 15064.5, 15126.4; *Citizens for Responsible Development in West Hollywood*, supra, 39 Cal.App.4th at 500-501.)

P140-35

Regarding the construction of the proposed Chinatown Station, the Draft EIR ignores the fact that remnants of the Zanja Madre have been found in many areas near the area of direct impacts depicted in Figure 3.5-2. These finds have been documented in studies now public that attached to EIRs prepared for

P140-36

nearby developments. (See, e.g., Exhibit 4, Appendix L to the Draft EIR for the College Station project, esp. the discussions of the Zanja Madre at pp. 12-16, 30-31.) The Draft EIR acknowledges that the Zanja Madre is a unique archeological resource (see CEQA Section 21083.2) in its discussion of the Zanja Madre in connection with the proposed Alameda Station. (Section 3.5, Cultural Resources, p. 3.5-37.) Even so, the Draft EIR fails to acknowledge the likelihood that remnants of the Zanja Madre may be encountered.

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P140-36

The Draft EIR's failure to acknowledge the possibility of encountering these CEQA-defined unique archeological resources and to assess the Project's potential impacts on them, and as discussed below, to mitigate any potentially significant impacts on these resources properly as CEQA requires constitute clear violations of CEQA and yet another defect in the Draft EIR.

P140-37

V. THE DRAFT EIR'S NOISE ANALYSES ARE INCOMPLETE

As discussed above, the Draft EIR's Noise Section fails to assess the Project's potential operational noise impacts resulting from the gondolas passing close by occupied buildings, particularly sensitive uses. That the gondolas will pass close by such uses is tacitly acknowledged by the fact that the gondolas will ostensibly be fitted with glass that can become opaque when the gondolas pass by "sensitive views," which are not defined. (Section 2.0, Project Description, p. 2-18.) As stated above, the gondolas will pass particularly close to the windows of the Property's multifamily units as frequently as every 23 seconds on game days. Yet, the Draft EIR provides no information regarding the noise levels that would be generated by one gondola running so close to the Property's windows, much less an unbroken line of gondolas every 23 seconds. The potential noise impacts the gondolas would create as a continuous source of noise are not analyzed.

P140-38

The cumulative operational noise impact analysis is also incomplete. At pages 5-33 and 5-34 of Section 5.2, Cumulative Impacts, the Draft EIR acknowledges that related projects include, inter alia, transportation projects, but fails to identify or assess the noise generated by any transportation project. An obvious related transportation project that would contribute to cumulative noise levels along with the Project

P140-39

is the Gold Line’s Chinatown Station, which is located adjacent to the Project’s planned Chinatown Station. Particularly on game days, the noise generated by passengers of the Gold Line’s Chinatown Station could well substantially contribute to the cumulative noise levels in the area, and should have been added to the cumulative noise levels assessed.

P140-40

VI. THE DRAFT EIR’S TRANSPORTATION ANALYSIS IS FLAWED

As discussed above, the Draft EIR’s Transportation Section relies on speculation to inflate the Project’s projected ridership numbers. The Project cannot justify its 18-hour schedule and Chinatown Station when a substantial number of the future riders are assumed to be tourists based on projections that are abstruse and ultimately speculative. Further, as discussed above, the neighborhood ridership numbers are also speculative, whether or not they were validly projected, since the Project does not contain a mobility hub at the Dodger Stadium station on which the currently unserved neighborhoods would depend. Moreover, even if the tourism-generated ridership numbers were valid, those riders are expected to travel to the Dodger Stadium station, only, which assumption again demonstrates that the Project has only a single purpose – the development of a gondola between Union Station and Dodger Stadium to eliminate vehicle trips to Dodger Stadium.

P140-41

Similar to other sections of the Draft EIR, the Transportation Section relies on reports and models that are either impermissibly buried within or only referenced without being included in the appendix.

P140-42

VII. THE DRAFT EIR’S FAILS TO ASSESS OTHER CRITICAL PROJECT EFFECTS

As discussed above, the Project Description states that the gondola cabins would be fitted with privacy glass that can become opaque while adjacent to sensitive views.” (Section 2.0, *Project Description*, p. 2-18.) “Privacy glass” and “sensitive views” are not defined and nothing further is said. However, this statement tacitly acknowledges that the Project would significantly adversely affect sensitive land uses and receptors – including the future residents of the Property. It is also disclosed that, on game days, the gondolas would run every 23 seconds. (Id.)

P140-43

The need to fit the gondolas with “privacy glass” to protect “sensitive views” is a tacitly acknowledgment that otherwise the Project would significantly adversely affect sensitive land uses and receptors – including the future residents of the Property. Other information not readily available in the Draft EIR explains why. Although the information is buried in Appendix M, *Noise and Vibration Report*, the Draft EIR “discloses” that the gondolas would run just 35 feet from the windows of the Property’s residents. Gondolas filled with up to 40 persons running by the windows of the Property’s residents every 23 seconds on “game days” would create a significant environmental impact on those residents (as well as an invasion of privacy) that is not analyzed in the Draft EIR. (See *id.*, p. 2-18.) This impact is not assessed in the Draft EIR.

The Draft EIR attempts to pass any such impact as an aesthetic impact, as a potential effect on a private view that CEQA does not recognize. (Section 3.1, Aesthetics, p. 3.1-13.) However, there can be no argument that gondolas running every 23 seconds just 35 feet from a residential window for hours 100 days per year, and at longer intervals daily from 6:00 a.m. to 12:00 a.m. is a serious impact on the environment that must be assessed. As the preface to Appendix G states, Appendix G “is a sample form that may be tailored to satisfy individual agencies’ needs and project circumstances. ... Substantial evidence of potential impacts that are not listed on this form must also be considered.” Further, Section 5.5, *Other Additional Evaluations*, of the Draft EIR contains an assessment of the Project’s potential impact on kite flying, an impact not customarily recognized under CEQA, and on the use of the Los Angeles State Historic Park for special events and for routine activities such as personal reflection. (Section p. 5-60 – 5.63.) The Project’s effect on a multifamily residential building would be experienced over an 18-hour period every day, and would be a more serious and intrusive effect than that experienced by recreational users of the Park that must be analyzed in the EIR.

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P140-43

P140-44

P140-45

P140-46

VIII. THE DRAFT EIR'S MITIGATION MEASURES ARE INVALID UNDER CEQA

An EIR must identify feasible mitigation measures “which could minimize significant impacts” of the project. (CEQA Guidelines § 15126.4(a)(1).) Improper deferral of feasible mitigation occurs where an agency defers the formulation of mitigation measures to some future time, concluding based on “loose or open ended” measures that impacts can be reduced to a less than significant level. (*Rialto Citizens for Responsible Growth v. City of Rialto* (2012) 208 Cal.App.4th 899, 945.) Reliance on unspecified programs and practices as mitigation to be adopted in the future without any mandatory commitments or performance standards is insufficient under CEQA. (See *Endangered Habitats League v. County of Orange* (2005) 131 Cal.App.4th 777, 793-794.)

P140-47

As stated above, the Draft EIR fails to describe key elements of the Project and omits technical data in a manner that frustrates any valid impacts analysis of the Project as described in Section 2.0, *Project Description*, in addition to impacts from omitted components of the Project such as the future redevelopment of the areas on and surrounding the Dodger Stadium parking lot with commercial uses, which, in conjunction with the Project, could have additional and/or cumulative and/or growth-inducing environmental impacts. The Draft EIR's failure to assess the significance of such impacts eliminates its ability to determine whether the mitigation measures it identifies would in fact reduce the Project's potentially significant impacts below applicable thresholds of significance.

P140-48

Furthermore, as set forth above, certain of the mitigation measures identified in the Draft EIR are legally invalid either because they violate CEQA's standards for the particular type of mitigation, or because they lack substance or rely on unspecified and unformulated future measures, practices and plans that provide no substantial evidence supporting the Draft EIR's assertion that they would actually reduce potentially significant impacts to less than significant levels. (See *Endangered Habitats League*, supra, 131 Cal.App.4th at pp. 793-794; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 309.)

P140-49

For example, Mitigation Measure CUL-A, addressed to unexpected archeological finds, violates the terms of CEQA Guidelines Section 15126.4(b)(3) and improperly defers mitigation. (Section 3.5, Cultural Resources, pp. 3.5-68-3.5-69.) It calls only for the preparation of an as-yet unformulated “Cultural Resources Monitoring and Mitigation Plan” (“CRMMP”) that is merely generally and insufficiently described. Among the major defects in the future CRMMP is that it violates CEQA Guidelines Section 15126.4, subsection (b)(3). That subsection mandates that certain factors “shall be considered and discussed in an EIR for a project involving such an archaeological site.” The first such factor, listed at Section 15126.4, subsections (b)(3)(A) and (B), states that *preservation in place* is the preferred manner of mitigating impacts and may be accomplished by at least four means. The future CRMMP breezes by preservation in place: treatment may involve data recovery or preservation in place. (Section 3.5, Cultural Resources, p. 3.5-69.) The Draft EIR neither considers nor discusses any alternatives for preservation in place of any unexpected archeological finds. Yet, such finds are highly likely along the Project’s alignment, given the long history of settlement in the area and the numerous built historic resources near and surrounding the proposed Alameda Station. Moreover, preservation in place for archeological finds near El Pueblo, for example, may be the only mitigation measure that would truly reduce the Project’s impacts to less than significant, since an unexpected find in that area may well be associated with a larger as-yet undiscovered cohesive archeological find such as the remains of a village, home, or other structure.

P140-50

Mitigation Measure CUL-A and its CRMMP also violate CEQA by deferring to the future the details of the measures that would actually mitigate the impacts. No information is provided as to when preservation in place would be required over recovery, or vice versa; in fact, again, it appears that recovery is the preferred measure. (See Section 3.5, Cultural Resources, p. 3.5-69, 3.5-57; see also, 3.5-61.) They also violate CEQA by allowing Metro, a non-expert, to determine whether a discovered resource is potentially eligible for the California Register of Historic Resources or may potentially qualify as a unique archeological resource under CEQA. (Section 3.5, Cultural Resources, p. 3.5-69.)

P140-51

Mitigation Measures CUL-C, CUL-D and CUL-E suffer from the same defects as does Mitigation Measure CUL-A, but are even more focused on data recovery as the only mitigation solution, without any consideration or discussion of preservation in place, even though the Draft EIR *recognizes* the archeological sensitivity of the area. (Section 3.5, Cultural Resources, p. 3.5-70.) These measures also improperly defer mitigation and are impermissibly vague by providing that “criteria thresholds that would require data recovery” (p. 3.5-70), an undisclosed “data recovery plan shall be implemented” (id.)

P140-52

Given these defects in these mitigation measures, the Draft EIR contains no substantial evidence supporting its conclusion that impacts on archeological resources would be less than significant.

P140-53

IX. ALTERNATIVES

The Draft EIR improperly rejects Use Option D for failing to meet “a majority of the Project’s objectives” because this Option would not include passenger facilities, but would only be a junction. (Section 6.5, *Use Option D*, p. 6-38.) These Project objectives, according to the Draft EIR, include enhancing community connectivity and providing accessible fare opportunities (a subject not addressed in the Draft EIR). (Id.) The discussion further explains that a junction in place of a station with passenger facilities would not provide transit options for the Chinatown and Mission Junction neighborhoods or for the Park.

P140-54

However, as discussed above, the Gold Line’s Chinatown Station already serves these neighborhoods and is already just one mile from the Park. The Project really only serves Dodger Stadium and therefore a Station at Chinatown would not only be more impactful but also unnecessary. There is no question that a junction, rather than the larger station proposed, would have a lesser impact on the area, particularly since the Gold Line’s Chinatown Station already exists.

P140-55

X. CONCLUSION

Based on the foregoing, the Draft EIR fails to suffice under CEQA as an informational document. It fails to assess critical impacts and fails to provide the requisite substantial evidence supporting its conclusions that the majority of the Project’s impacts would be less than significant. To the contrary, as noted above,

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December 16, 2022
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there is ample evidence suggesting that the Project, both individually and cumulatively, would have significant effects on the environment that are not identified, assessed or mitigated in the Draft EIR. The Draft EIR must be revised and recirculated to address its fundamental defects before the Project can be considered for approval.

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P140-56

Very truly yours,

DLA PIPER LLP (US)

A handwritten signature in blue ink, appearing to read 'A. Catherine Norian'.

A. Catherine Norian

Enclosures (Exhibits 1-4)

EXHIBIT 1

Exhibit 1: 2 pages related to Comment P140-26.
This material is considered in the Response.

https://www.theeastsiderla.com/news/dodgers/dodgers-remain-fans-of-football-real-estate-development/article_fb4a8b2a-11ec-5b52-9ab1-d7b068294c63.html

Dodgers remain fans of football & real estate development

The Eastsider

Feb 19, 2010



The messy divorce between Dodgers owner Frank McCourt and his wife, Jamie, has revealed some ambitious real estate plans the team has for the stadium property east of Echo Park. The Los Angeles Times reports (h/t to Curbed LA) that court documents unsealed Thursday indicate the team not only wants to ring the stadium with shops and restaurants but perhaps bring in a football stadium as well:

“The Dodgers remain interested in building an NFL stadium adjacent to Dodger Stadium, and in persuading City Hall to lift zoning restrictions and allow “over a million square feet of mixed-use developments” in the

stadium parking area, according to the filing.”

It's been nearly two years since the Dodgers announced a \$500 million plan to add a museum, shops and parking garages. But team officials never made mention of an interest in adding a stadium, a proposal which has in years past triggered enormous neighborhood resistance. In addition to the possible development of the Dodger parking lots, Barlow Hospital, which is located next door to the stadium, is proposing its own 888-unit housing project.

Photo by kla4067 via Flickr

EXHIBIT 2

Exhibit 2: 3 pages related to Comment P140-27.
This material is considered in the Response.

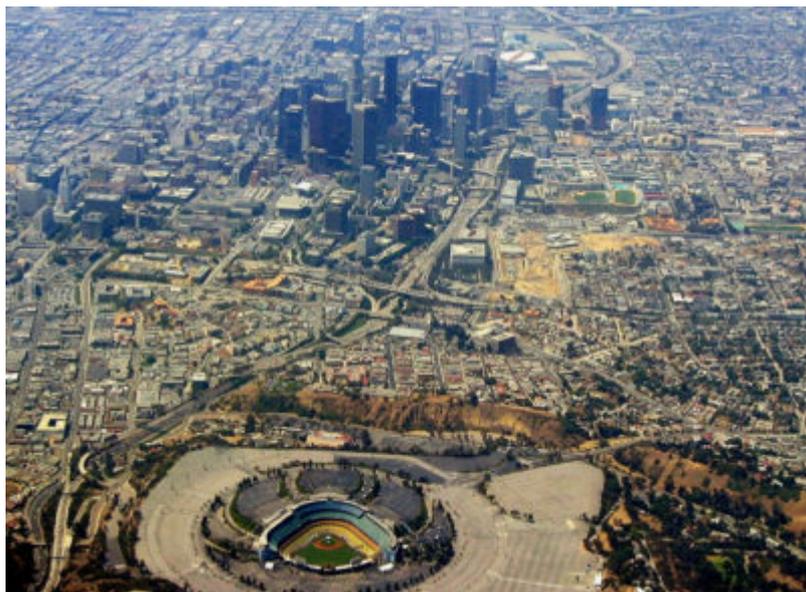
DANIEL MELLING NOVEMBER 2, 2018

CALIFORNIA GENERAL LAND USE

Tear Up the Dodger Stadium Parking Lot

It's not just the Dodgers' bullpen that needs revision

The Los Angeles Dodgers' second consecutive World Series flameout has management considering a number of important off-season questions. What is Clayton Kershaw's future at the club? Will Manny Machado, who [reportedly](#) left the stadium after Game 4 wearing a "Villains" backwards cap, get the boot?



Is Dodger Stadium part of - or distinct from - the neighborhoods that surround it?

Photo by Ron Reiring, Flickr

Here at the Emmett Institute, we have been pondering another question: is there any better use for the massive Dodger Stadium parking lot than storing 16,000 empty vehicles for 2.7 percent of the total time in a year (three hours/game for 80 regular season home games, compared to 8760 hours in a year)?

Los Angeles Mayor Eric Garcetti has made serious commitments to [eliminating fossil fuels](#) and [pedestrian deaths](#) on city streets. What better place to imagine safe, clean, 21st century transport across Los Angeles than in journeys to our Major League acropolis. Entrepreneurs sparked ideas this year, with the [financially incoherent](#) "Dugout Loop" proposal and aerial tramway project capturing headlines. Meanwhile, local thought leaders detailed cheaper options that merit consideration, like [cutting a hole in a fence](#) for fans on foot or [expanding the LA Metro shuttle service](#) from its current stops in Union Station and the South Bay to other hubs, à la the Hollywood Bowl.

In time, it's possible Dodger fans brimming with nostalgia will recount inching up the hill to pay for parking. Children will ponder the origins of the [glowing orange 76 ball](#) behind

centerfield.



So close, yet so far. Photo by Jonathan Tardif, Flickr

There's another reason to tear up Dodger Stadium's asphalt.

As Jonathan Zasloff [noted in his post](#) last week, when the city of Los Angeles began eminent domain purchases in 1950 to clear a Mexican-American community of more than 1,000 families in Chavez Ravine, it wasn't to make way for Dodger Stadium but for [a 3,600-unit public housing project](#), Elysian Park Heights, designed by architects Robert E. Alexander and Richard Neutra. The affordable housing proposal was squashed after [a fierce political battle](#) toppled Mayor Fletcher Bowron in 1953 amid accusations that spending money on "socialist" housing was un-American. A 1957 City Council ordinance [transferred](#) the publicly-owned land to Dodgers owner Walter O'Malley. Sheriffs forced out the last remaining families from the property two years later and the stadium opened in 1962, surrounded by a sea-like surface lot.

The parking is by no means permanent. In 2008, then-owner Frank McCourt released [architectural plans](#) including a museum and administrative offices beyond center field. McCourt's full vision was never realized as a [divorce](#) enmeshed franchise finances. In 2012, [The Los Angeles Times reported](#) that new owners Guggenheim Baseball Management still pay an entity half-owned by McCourt \$14 million a year to rent the parking lots. The 99-year lease includes provisions for future property uses such as homes, offices, shops, entertainment and more. In recent years, Janet Marie Smith, the Dodgers' senior vice president of planning and development, has led renovations focused mostly on the stadium itself, but the executive also has [experience](#) integrating ballparks with cities in Boston and Baltimore. The ownership group includes partners like Stan Kasten, a former president of the Washington Nationals, whose stadium [drove growth](#) in D.C.'s Navy Yard neighborhood,

and Magic Johnson and Peter Guber, who as co-owners of LAFC, will likely have some involvement in developing Exposition Park's new [master plan](#).



Not all fans drive to Dodger Stadium. Photo by Metro Library and Archive, Flickr

As Angelenos [look to the county's fringes](#) for new homes, it's worth considering the available space in our core. There are many ways further development could go wrong, especially if it excludes affordable housing that city residents desperately need and is an important part of Chavez Ravine's past. Any project plan would do well to include viewpoints of nearby communities that have [expressed misgivings](#) about the shape of future land use at the stadium, or even relatives of the displaced Chavez Ravine community, [Los Desterrados](#), who still gather every year in Elysian Park to remember their families' presence in this corner of the city.

Further reading:

- A history of Chavez Ravine and Dodgers race relations by historian Roberto José Andrade Franco in *Deadspin*, "[The Los Angeles Dodgers Have Not Always Been The Team Of All Of Los Angeles](#)"
- UCLA professor Dana Cuff's book, [The Provisional City: Los Angeles Stories of Architecture and Urbanism](#)
- An extract in [The Guardian](#) from Jerald Podair's book, [City of Dreams: Dodger Stadium and the Birth of Modern Los Angeles](#)
- A [Mother Jones](#) review of Ry Cooder's album, *Chavez Ravine*.

EXHIBIT 3

Exhibit 3: 6 pages related to Comment P140-27.
This material is considered in the Response.

LA Dodgers Stadium Next 50

Location: Los Angeles, California

Client: The McCourt Company

Johnson Fain designed a multi-faceted stadium improvement plan that will bring the most modern amenities to Dodger fans, while preserving the tradition of the historic venue, first opened in 1962. The improvements will solidify Dodger Stadium's place as the home of Los Angeles baseball for the next 50 years. The new facilities were designed to LEED Silver sustainability standards.

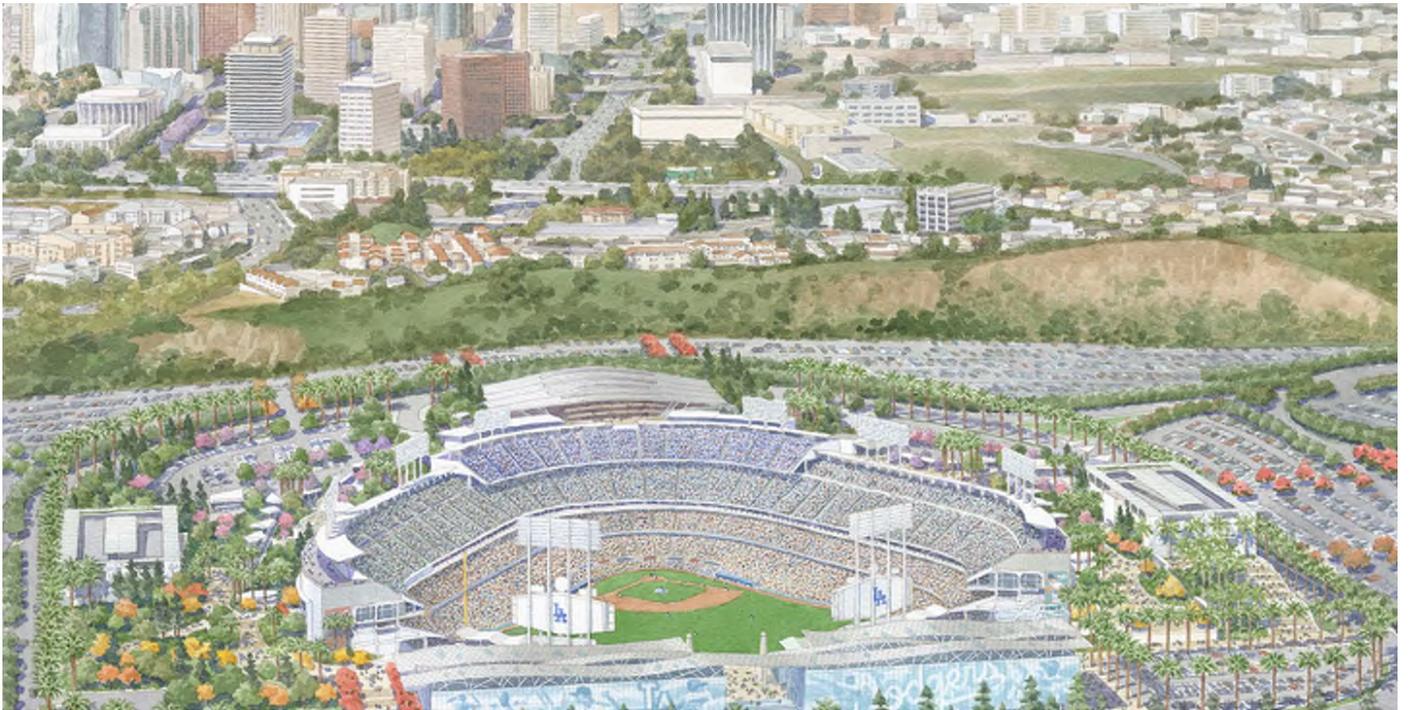
The Dodger Stadium "Next 50" plan features Dodger Way, a ceremonial new "front door" and urban plaza surrounded by an administrative office building for the Dodgers organization; the Dodger Experience an interactive museum showcasing the history

of the Dodgers and baseball in Los Angeles; a 20,000 square foot flagship Dodger Store; and the Dodger Cafe. Connecting all the elements of the project is The Green Necklace – a ring of gardens, open plazas, and amenities around the stadium, which moves the fan experience outside the walls of the stadium so they have activities which can extend their time at the ballpark beyond the game. The Top of Park plaza located at the highest elevation on site will feature breathtaking 360 degree views spanning the

Downtown skyline and Santa Monica Bay, the Santa Monica and San Gabriel Mountains, and the Dodger Stadium diamond. Other features within the Green Necklace are two, 8-level, 900-car parking structures and a series of food service /retail concession clusters.

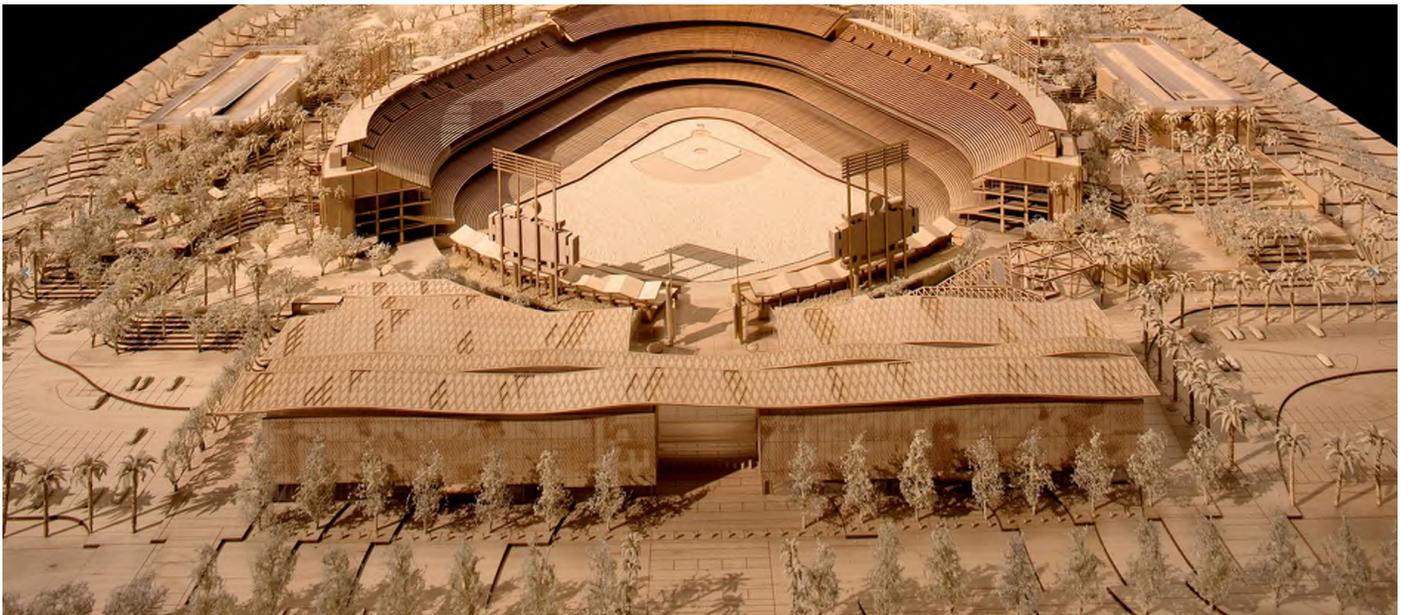
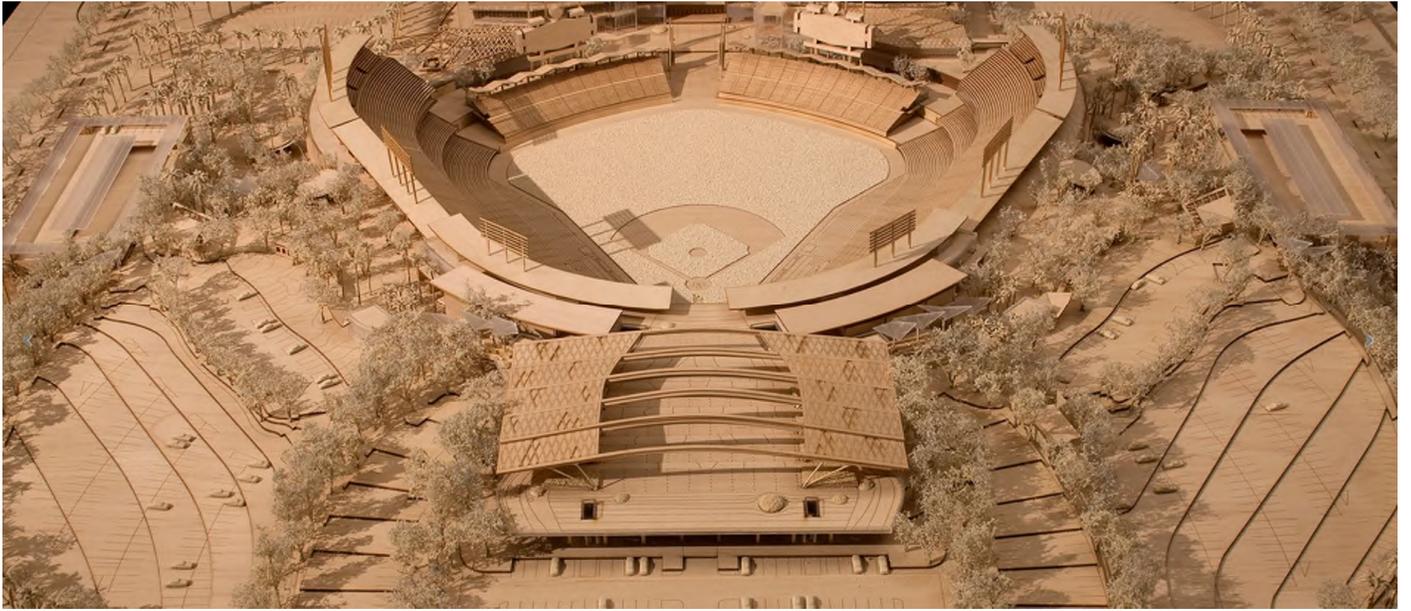
Project Facts ▾

- Multi-faceted stadium improvement plan would include:
- Urban plaza surrounded by administrative office buildings
- Dodger Experience museum
- 20,000 square foot Dodger Store
- Dodger Café
- The Green Necklace – gardens, open plazas and amenities
- Top of Park plaza with 360 degree views
- Two 8-level, 900-car parking structures
- Designed to LEED Silver sustainability standards









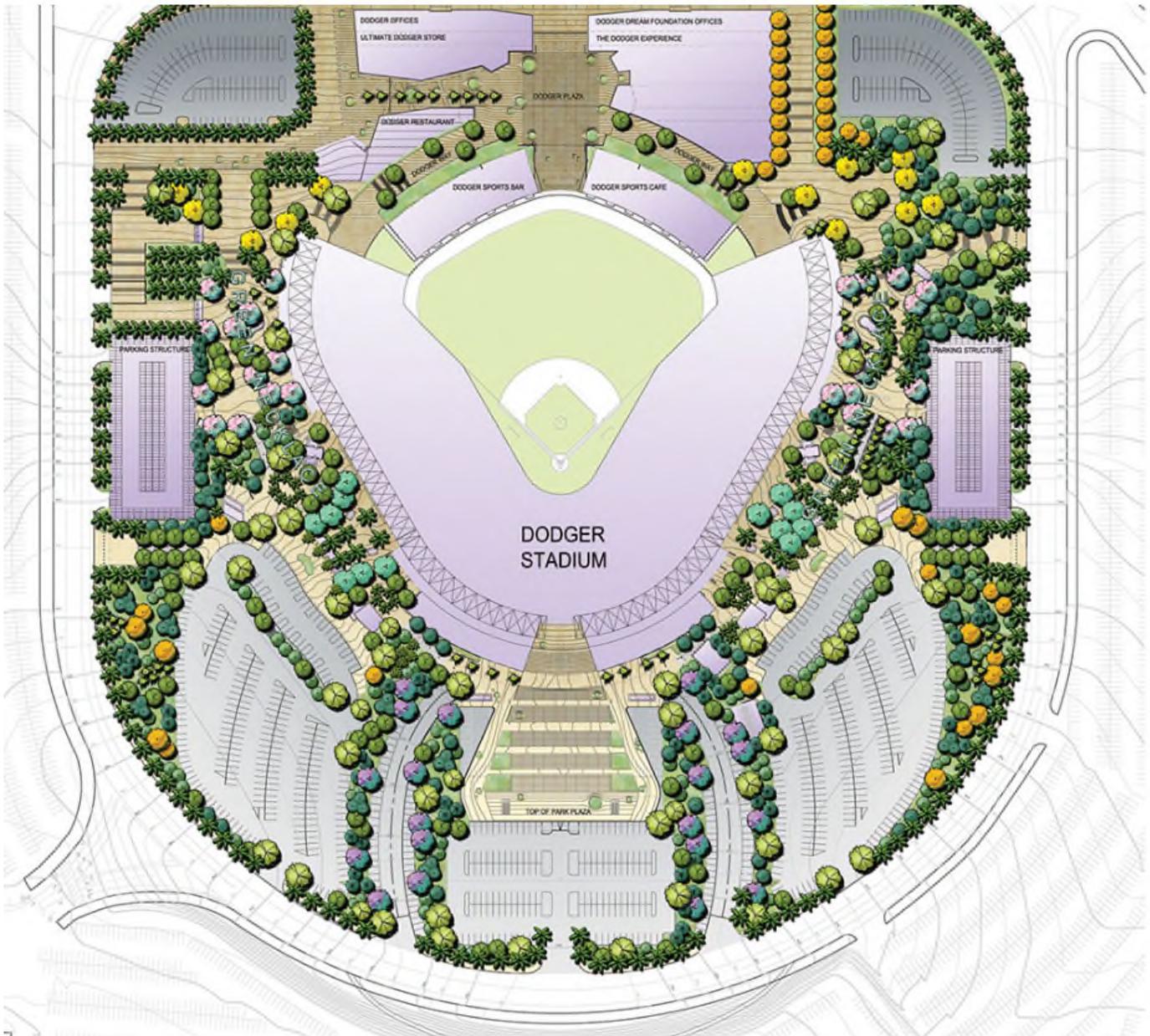


EXHIBIT 4

Exhibit 4: 22 pages Comments Related to P140-36.
This material is considered in the Response.

APPENDIX L
Cultural Resources Record
Search and Assessment

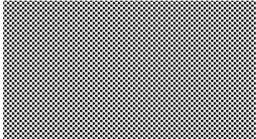


Final

Cultural Resources Record Search and Assessment, City of Los Angeles, California

Prepared for
Atlas Capital Group, LLC
1100 Glendon Avenue
Los Angeles, CA 90024

August 2017



Final

Cultural Resources Record Search and Assessment, City of Los Angeles, California

Prepared for:
Atlas Capital Group, LLC
1100 Glendon Avenue
Los Angeles, CA 90024

August 2017

Prepared by:
ESA
626 Wilshire Blvd. Suite 1100
Los Angeles, CA 90017

Project Director and Principal Investigator:
Monica Strauss, M.A., R.P.A.

Report Authors:
Sara Dietler, B.A.
Fatima Clark, B.A.

Project Location:
Los Angeles (CA) USGS 7.5-minute Topographic Quad
Township 1 South, Range 13 West, Unsectioned

Acreage: Approx. 4.92-acres

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College Station Project

Cultural Resources Record Search and Tribal Consultation Summary

Introduction

Environmental Science Associates (ESA) has been requested by the City of Los Angeles (City) to conduct a cultural resources record search and Assessment for the College Station Project (Project) in support of an Environmental Impact Report (EIR). In addition, ESA is providing a summary of the Native American consultation conducted by the City in connection with its AB 52 outreach for the Project. Chinatown Station Owner, LLC (the Applicant) proposes to construct a mixed-use transit-oriented development (TOD) containing up to 770 residential apartment units and commercial space (Project) on an approximately 4.92-acre urban infill parcel at 129–135 W. College Street and 924 N. Spring Street, in the Central City North community of the City (Project Site). The Project Site is located immediately east of the Metro Gold Line Chinatown Station (located at N. Spring Street and W. College Street) and the Los Angeles State Historic Park. The Project Site is currently vacant and is periodically used for parking by nearby industrial and commercial businesses. The Project Site occupies an irregularly-shaped parcel extending from West College Street on the south to Llewellyn Street on the north. To the southeast, it is bordered by two parcels housing wholesale commercial/light industrial uses, storage, and surface parking. The Project Site is separated from these adjacent uses by a short alley connecting College Street and (unimproved) Rondout Street. The Project Site is bordered on the east/northeast by Rondout Street and on the west by N. Spring Street. The City is the lead agency pursuant to the California Environmental Quality Act (CEQA).

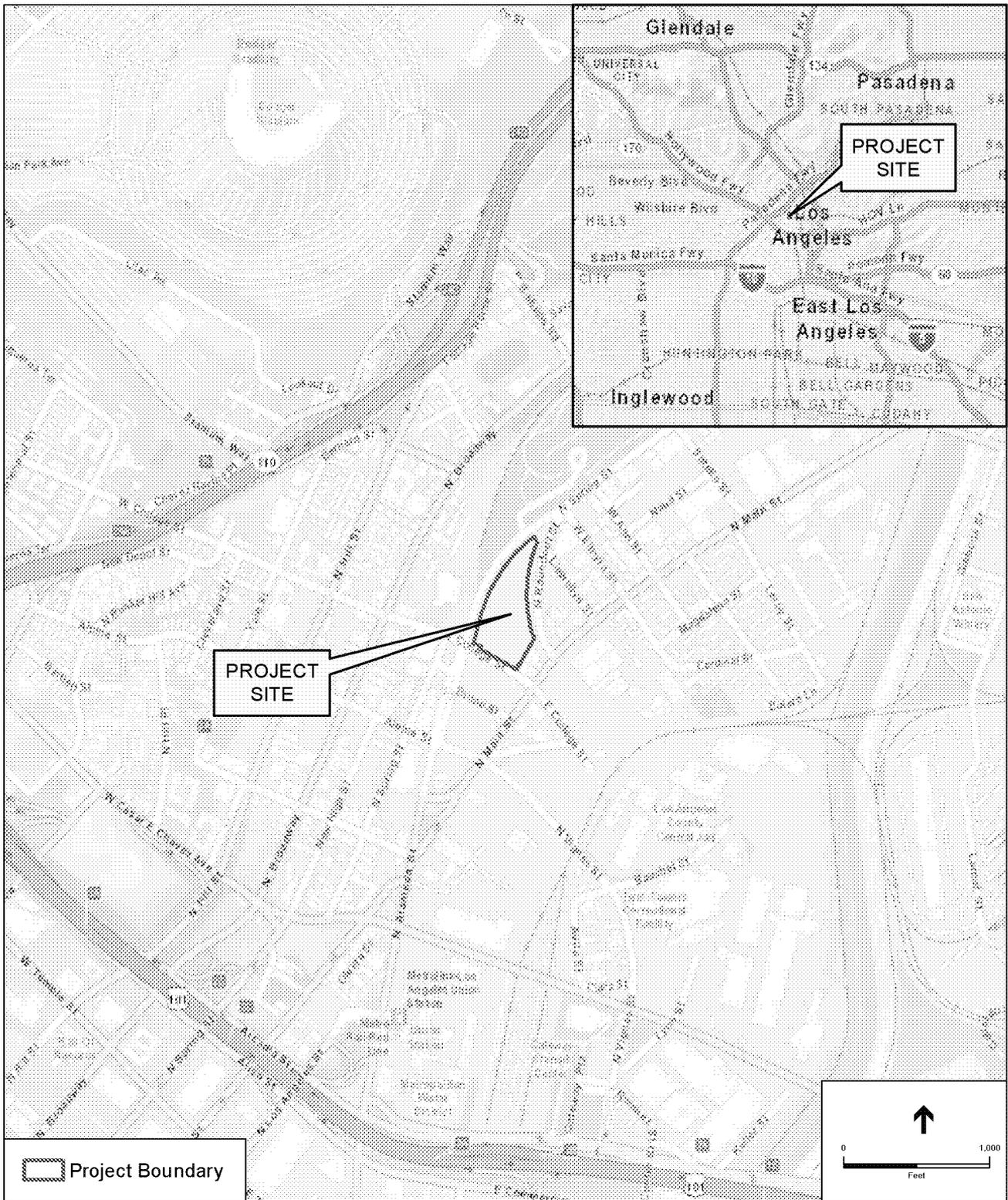
ESA personnel involved in the preparation of this report are as follows: Monica Strauss, M.A., R.P.A., program director and Principal Investigator; and report authors, Fatima Clark B.A., and Sara Dietler B.A. Resumes of key personnel are included in **Appendix A**.

Project Description

Chinatown Station Owner, LLC (the Applicant) proposes to construct a mixed-use transit-oriented development containing up to 770 residential apartment units and commercial space. The Project Site is located in the Central City North community of the City of Los Angeles (the City), just north of downtown Los Angeles (**Figure 1, Regional Map**). The Project Site is depicted on the United States Geological Survey (“USGS”) 1966 (photo-revised 1981) 7.5’ Los Angeles, California topographic quadrangle map in an un-sectioned portion of Township 1 South, Range 13 West (**Figure 2, Vicinity Map**). Specifically, the Project Site is bounded by North Spring

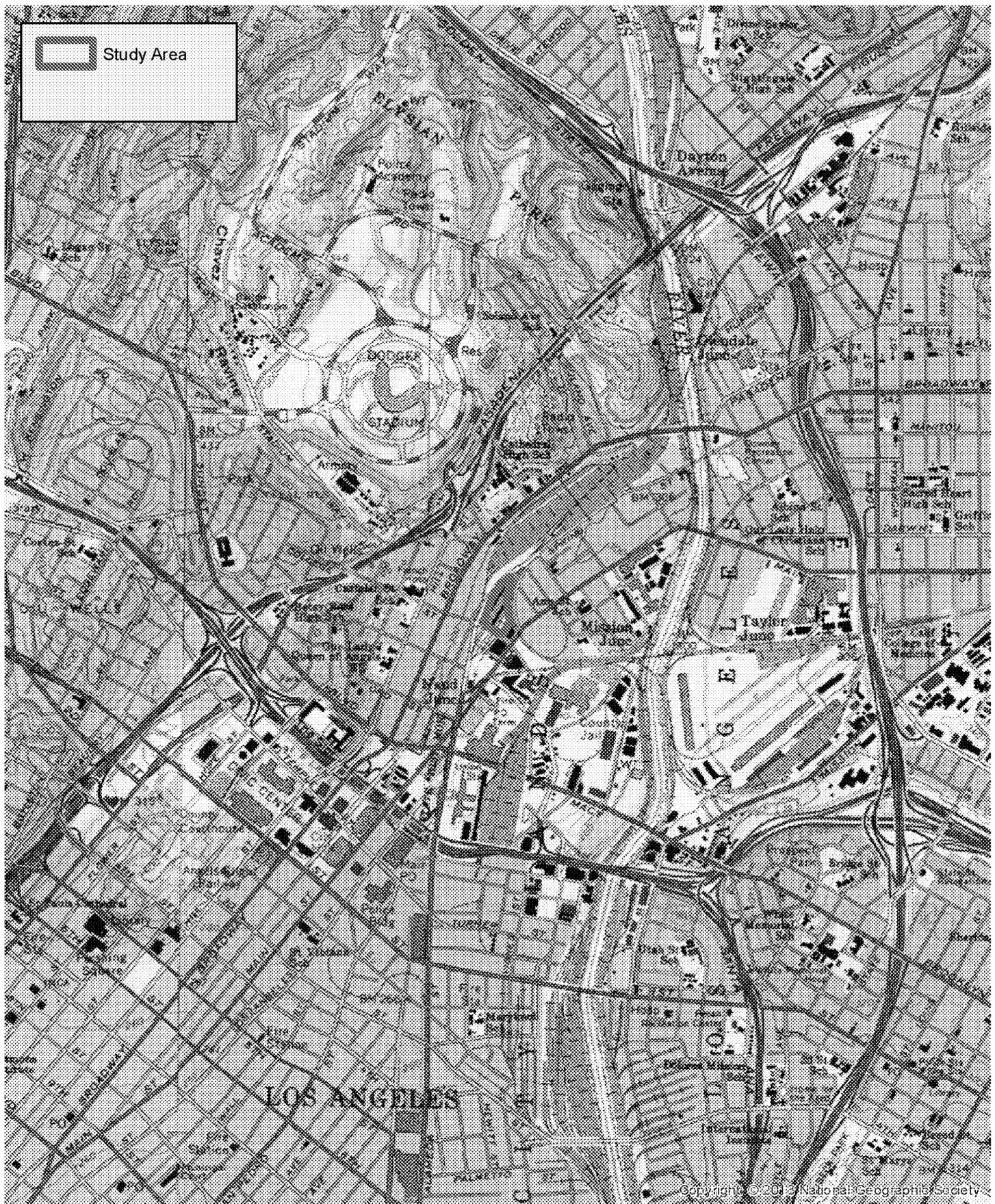
Street on the north and west, West Rondout Street and two buildings on the east, and by West College Street on the south (**Figure 3, Aerial Photograph**).

The Project would provide commercial floor area programmed for a market, two restaurants, open space and amenities, and vehicle and bicycle parking. At buildout, the Project would be developed with approximately 590,849 square feet (sf) of residential floor area and 51,390 sf of commercial floor area. Project design comprises a two-story podium structure containing ground-level residential and retail uses and underground parking, below six five-story residential buildings arranged around a series of central garden courtyards atop the podium deck.



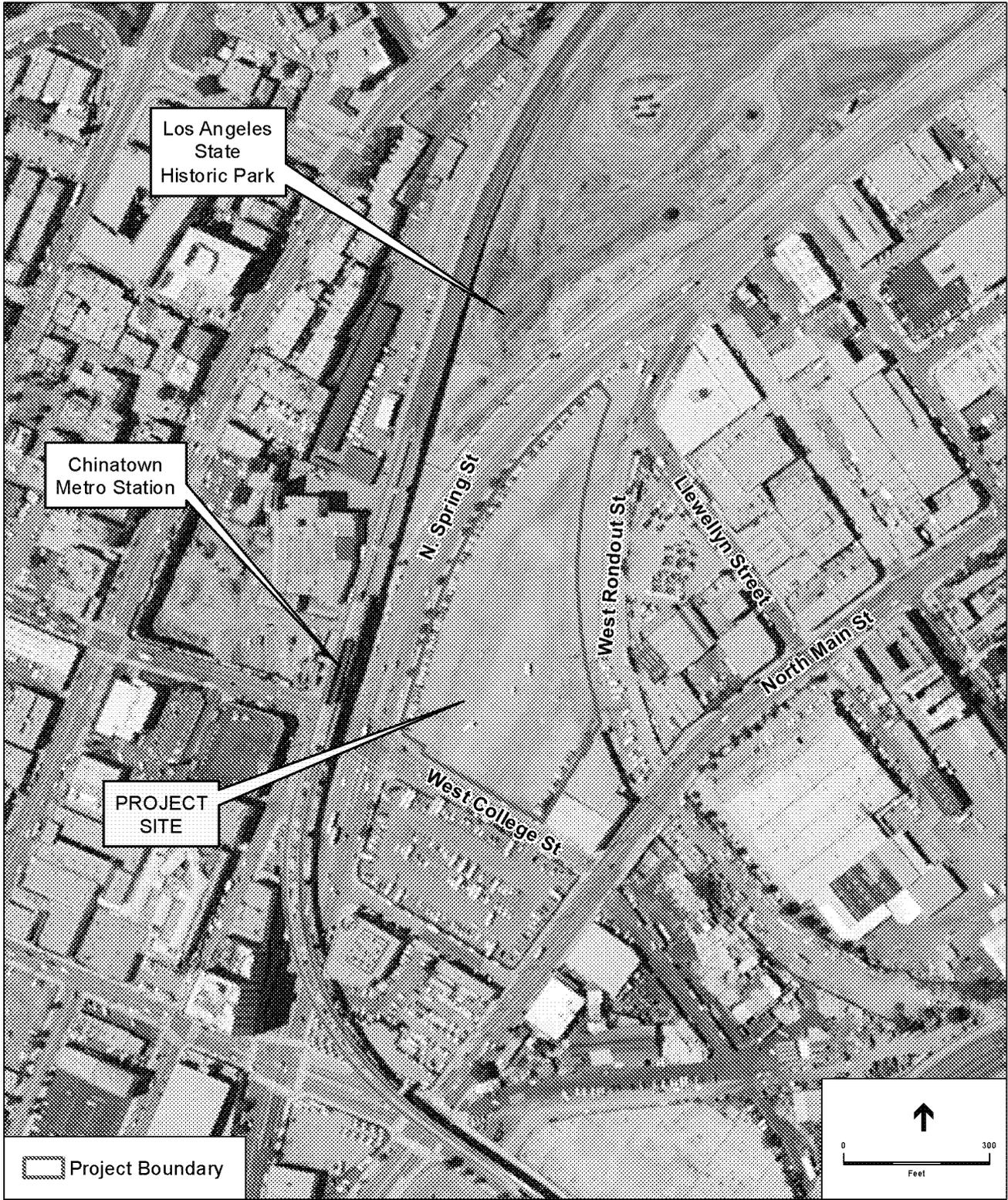
SOURCE: ESRI Street Map, 2009.

College Station
Figure 1
 Regional Location Map



0 2,000 Feet

0 600 Meters



SOURCE: Google Maps, 2015 (Aerial).

College Station
Figure 3
 Aerial View of the Project Site



Cultural Setting

Prehistoric Overview

The earliest evidence of occupation in the Los Angeles area dates to at least 9,000 years before present (B.P.) and is associated with a period known as the Millingstone Cultural Horizon (Wallace 1955; Warren 1968). Departing from the subsistence strategies of their nomadic big-game hunting predecessors, Millingstone populations established more permanent settlements. These settlements were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources including seeds, fish, shellfish, small mammals, and birds were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating later than 5,000 years B.P. contain a mortar and pestle complex as well, signifying the exploitation of acorns in the region.

Although many aspects of Millingstone culture persisted, by 3,500 years B.P., a number of socioeconomic changes occurred (Erlandson 1994; Wallace 1955; Warren 1968). These changes are associated with the period known as the Intermediate Horizon (Wallace 1955). Increased populations in the region necessitated intensified exploitation of existing terrestrial and marine resources (Erlandson 1994). This was accomplished in part through the use of the circular shell fishhook on the coast, and more abundant and diverse hunting equipment. Evidence for shifts in settlement patterns has been noted at a variety of locations at this time and is seen by many researchers as reflecting increasingly territorial and sedentary populations. The Intermediate Horizon marks a period in which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and non-utilitarian materials were acquired, and travel routes were extended. Archaeological evidence suggests that the margins of numerous rivers, marshes, and swamps within the Los Angeles River Drainage served as ideal locations for prehistoric settlement during this period. These well-watered areas contained a rich collection of resources and are likely to have been among the more heavily trafficked travel routes.

The Late Prehistoric period, spanning from approximately 1,500 years B.P. to the mission era, is the period associated with the florescence of the contemporary Native American group known as the *Gabrielino* (Wallace 1955). Coming ashore near Malibu Lagoon or Mugu Lagoon in October of 1542, *Juan Rodriguez Cabrillo* was the first European to make contact with the *Gabrielino* Indians. Occupying the southern Channel Islands and adjacent mainland areas of Los Angeles and Orange Counties, the *Gabrielino* are reported to have been second only to their Chumash neighbors in terms of population size, regional influence, and degree of sedentism (Bean and Smith 1978). The *Gabrielino* are estimated to have numbered around 5,000 in the pre-contact period (Kroeber 1925) and maps produced by early explorers indicate that at least 26 *Gabrielino* villages were within proximity to known Los Angeles River courses, while an additional 18 villages were reasonably close to the river (Gumprecht 1999). Subsistence consisted of hunting, fishing, and gathering. Small terrestrial game was hunted with deadfalls, rabbit drives, and by burning undergrowth, while larger game such as deer were hunted using bows and arrows. Fish were taken by hook and line, nets, traps, spears, and poison (Bean and Smith 1978; Reid 1939

[1852]). The primary plant resources were the acorn, gathered in the fall and processed with mortars and pestles, and various seeds that were harvested in late spring and summer and ground with manos and metates. The seeds included chia and other sages, various grasses, and islay or holly leafed-cherry (Reid 1939 [1852]).

Ethnographic Setting

Gabrielino-Tongva

The Project Site is located in a region traditionally occupied by the Takic-speaking Gabrielino-Tongva Indians. The term “Gabrielino” is a general term that refers to those Native Americans who were administered by the Spanish at the Mission San Gabriel Arcángel. Many contemporary Gabrielino identify themselves by the name “Tongva.” Prior to European colonization, the Gabrielino-Tongva occupied a diverse area that included: the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of San Clemente, San Nicolas, and Santa Catalina (Kroeber, 1925). Their neighbors included the Chumash to the north, the Juañeno to the south, and the Serrano and Cahuilla to the east. The Gabrielino-Tongva are reported to have been second only to the Chumash in terms of population size and regional influence (Bean and Smith, 1978). The Gabrielino language, like the Tataviam language, was part of the Takic branch of the Uto-Aztecan language family.

The Gabrielino-Tongva Indians were hunter-gatherers and lived in permanent communities located near the presence of a stable food supply. Subsistence consisted of hunting, fishing, and gathering. Small terrestrial game was hunted with deadfalls, rabbit drives, and by burning undergrowth, while larger game such as deer were hunted using bows and arrows. Fish were taken by hook and line, nets, traps, spears, and poison (Bean and Smith, 1978). The primary plant resources were the acorn, gathered in the fall and processed in mortars and pestles, and various seeds that were harvested in late spring and summer and ground with manos and metates. The seeds included chia and other sages, various grasses, and islay or holly-leafed cherry.

Community populations generally ranged from 50 to 100 inhabitants, although larger settlements may have existed. The Gabrielino-Tongva are estimated to have had a population numbering around 5,000 in the pre-contact period (Kroeber, 1925). Villages are reported to have been the most abundant in the San Fernando Valley, the Glendale Narrows area north of downtown, and around the Los Angeles River’s coastal outlets (Gumprecht, 2001). Gabrielino villages are reported by early explorers to have been most abundant near the Los Angeles River, in the area north of downtown, known as the Glendale Narrows, and those areas along the river’s various outlets into the sea. Among those villages north of downtown are *Maawnga* in the Glendale Narrows; *Totongna* and *Kawengna*, in the San Fernando Valley; *Hahamongna*, northeast of Glendale; and the village of *Yangna*, in the vicinity of present-day downtown Los Angeles.

The exact location of *Yangna*, within downtown Los Angeles continues to be debated, although some believe it to have been located at the present-day location of the Civic Center (McCawley 1996). Other proposed locations are near the present day Union Station (Chartkoff and Chartkoff 1972:64), to the south of the old Spanish Plaza, and near the original site of the Bella Union Hotel located on the 300 Block of North Main Street (Robinson 1963:83, as cited in Dillon 1994:30).

Dillon (1994:30) hypothesizes that the Union Station location is an unlikely spot for a large village or habitation, as it lies within the annual Los Angeles River flood zone. Local sources such as the Echo Park Historical Society, report that when Gaspar de Portola and Father Juan Crespi camped on the river bank opposite the North Broadway Bridge entrance to Elysian Park, they were served refreshments by *Yangna* Indian villagers from the current location of the Los Angeles Police Academy (Echo Park Historical Society 2008). The Los Angeles Police Academy is located in the northern portion of Elysian Park, which appears an unlikely location for the Native American Village of *Yangna* because this location is more consistent with the location of the village of *Maawnga*, which was reported to have been originally located within the *Rancho de los Felis*. This rancho originally encompassed Griffith Park and extended south to the northern portion of Elysian Park. The village of *Maawnga*, also recorded as *Maungna*, is believed to have been located “high on a bluff overlooking Glendale Narrows in the hills now occupied by Elysian Park” (Gumprecht 1999:31).

A third community or village, named *Geveronga*, may have been located in the vicinity of the current downtown Los Angeles’ city center, reported in the San Gabriel baptismal records as located “in the racheria adjoining the Pueblo of Los Angeles” (McCawley 1996:57).

Historic Setting

The *Gabrielino* were virtually ignored between the time of Cabrillo’s visit and the Spanish Period, which began in 1769 when Gaspar de Portola and a small Spanish contingent began their exploratory journey along the California coast from San Diego to Monterey. Passing through the Los Angeles area, they reached the San Gabriel Valley on August 2 and traveled west through a pass between two hills where they encountered the Los Angeles River and camped on its east bank near the present-day North Broadway Bridge and the entrance to Elysian Park. This location has been designated California Historic Landmark Number 655, the Portola Trail Campsite. Father Crespi (a member of Portola’s party) indicated in his diaries that on that day they “entered a spacious valley, well grown with cottonwoods and alders, among which ran a beautiful river. This plain where the river runs is very extensive and... is the most suitable site for a large settlement” (The River Project 2001). He goes on to describe this “green, lush valley”; its “very full flowing, wide river”; the “riot of color” in the hills; and the abundance of native grapevines, wild roses, grizzly, antelope, quail and steelhead trout. Crespi observed that the soil was rich and “capable of supporting every kind of grain and fruit which may be planted.” The river was named *El Rio y Valle de Nuestra Senora la Reina de Los Angeles de la Porciuncula*.

Missions were established in the years that followed the Portola expedition, the fourth being the Mission San Gabriel Archangel founded in 1771 near the present-day City of Montebello, approximately 7.5 miles east of the Project Site. By the early 1800s, the majority of the surviving *Gabrielino* population had entered the mission system. The *Gabrielino* inhabiting Los Angeles County were under the jurisdiction of either Mission San Gabriel or Mission San Fernando. Mission life offered the Indians security in a time when their traditional trade and political alliances were failing and epidemics and subsistence instabilities were increasing (Jackson 1999).

On September 4, 1781, which was 12 years after Crespi’s initial visit, the *Pueblo de la Reina de los Angeles* was established not far from the site where Portola and his men camped. Watered by

the river's ample flow and the area's rich soils, the original pueblo occupied 28 square miles and consisted of a central square, surrounded by 12 houses, and a series of 36 agricultural fields occupying 250 acres, plotted to the east between the town and the river (Gumprecht 1999).

An irrigation system that would carry water from the river to the fields and the pueblo was the communities' first priority and was constructed almost immediately. The main irrigation ditch, or *Zanja Madre*, was completed by the end of October 1781. It was constructed in the area of present-day Elysian Park, and carried water south (and located directly across Broadway Street from the current Project Site) to the agricultural lands situated just east of the pueblo (Gumprecht 1999).

By 1786, the flourishing pueblo attained self-sufficiency and funding by the Spanish government ceased (Gumprecht 1999). Fed by a steady supply of water and an expanding irrigation system, agriculture and ranching grew, and by the early 1800s the pueblo produced 47 cultigens. Among the most popular were grapes used for the production of wine (Gumprecht 1999). Vineyards blanketed the landscape between present-day San Pedro Street and the Los Angeles River. By 1830 an estimated 100,000 vines were being cultivated at 26 Los Angeles vineyards. Over 8,300 acres of land were being irrigated by the *zanjas* during the 1880s (Gumprecht 1999).

The authority of the California missions gradually declined, culminating with their secularization in 1834. Although the Mexican government directed that each mission's lands, livestock, and equipment be divided among its converts, the majority of these holdings quickly fell into non-Indigenous hands. Mission buildings were abandoned and quickly fell into decay. If mission life was difficult for Native Americans, secularization was typically worse. After two generations of dependence on the missions, they were suddenly disenfranchised. After secularization, "nearly all of the Gabrielinos went north while those of San Diego, San Luis, and San Juan overran this county, filling the Angeles and surrounding ranchos with more servants than were required" (Reid 1977 [1851]:104). Upon his 1852 visit to Los Angeles, John Russel Barlett wrote,

I saw more Indians about this place than in any part of California I had yet visited. They were chiefly mission Indians, i.e., those who had been connected with the missions and had derived their support from them until the suppression of those establishments. They are a miserable, squalid-looking set, squatting or lying about the corners of the streets with no occupation. They have no means of obtaining a living, as their lands are taken from them, and the missions for which they labored and which provided after a sort for many thousands of them, are abolished (as cited in Sugranes 1909:77).

The first party of U.S. immigrants arrived in Los Angeles in 1841, although surreptitious commerce had previously been conducted between Mexican California and residents of the United States and its territories. Included in this first wave of immigrants were William Workman and John Rowland, who soon became influential landowners. As the possibility of a takeover of California by the United States loomed large, the Mexican government increased the number of land grants in an effort to keep the land in the hands of upper-class *Californios* like the Domínguez, Lugo, and Sepúlveda families (Wilkman and Wilkman 2006:14–17). Governor Pío Pico and his predecessors made more than 600 rancho grants between 1833 and 1846, putting

most of the state's lands into private ownership for the first time (Gumprecht 1999). Having been established as a pueblo, property within Los Angeles could not be dispersed by the governor, and this task instead fell under the city council's jurisdiction (Robinson 1979).

A constant struggle to bring water to the residents of the pueblo necessitated the construction of Echo Park Reservoir, the Silverlake Reservoir, and the further expansion of the *zanja* irrigation ditches. When these measures proved insufficient, a more permanent solution to Los Angeles' water shortage was sought. Under the direction of City engineer William Mulholland, the Los Angeles Bureau of Water Works and Supply constructed the 238-mile-long Los Angeles Aqueduct. This 5-year project, completed in 1913, employed the labor of more than 5,000 men and brought millions of gallons of water into the San Fernando (now Van Norman) Reservoir (Gumprecht 1999). Now able to offer water and sewer service at a grand scale, many smaller cities were voluntarily incorporated by Los Angeles (Robinson 1979:244).

When Los Angeles was connected to the transcontinental railroad via San Francisco on September 5, 1876, it experienced a significant boost in population. The City would experience its greatest growth in the 1880s when two more direct rail connections to the East Coast were constructed. The Southern Pacific completed its second transcontinental railway, the Sunset Route from Los Angeles to New Orleans, in 1883 (Orsi, 2005). In 1885, the Santa Fe Railroad completed a competing transcontinental railway to San Diego, with connecting service to Los Angeles (Mullaly and Petty, 2002). The resulting fare wars led to an unprecedented real estate boom, as well as affordable cross-country fares for immigrants. Despite a subsequent collapse of the real estate market, the population of Los Angeles increased 350 percent in the decade between 1880 and 1890 (Dinkelspiel, 2008).

The population boom of the 1880s drove the demand for real estate in Los Angeles. Farmland south and east of the City began to be replaced by residential and commercial development. Large tracts of agricultural land, now far more valuable for residential development, were subdivided and sold (Gumprecht, 1999).

From 1890 to 1900, the City continued to grow, and many infrastructure projects were completed during this decade (McWilliams, 1946). E.L. Doheny discovered oil in 1892, adding fuel to the flame. From 1900 to 1920, Los Angeles became a tourist mecca (McWilliams, 1946). The Los Angeles Aqueduct was constructed and a large portion of the San Fernando Valley annexed to the City during the first decade of the 20th century. From 1920 to 1930, Los Angeles experienced another population explosion, along with the rise of automobile transportation and the development of the entertainment industry. All told, between 1890 and 1930, the population of Los Angeles increased from 50,000 to 1.2 million people (Wild, 2005).

History of the Project Site

Water Systems

The earliest depiction of the Project Site is a map produced by U.S. Army Lieutenant E.O.C. Ord in 1849 (Ord, 1857). The map indicates that at that time the area east of Main Street and west of

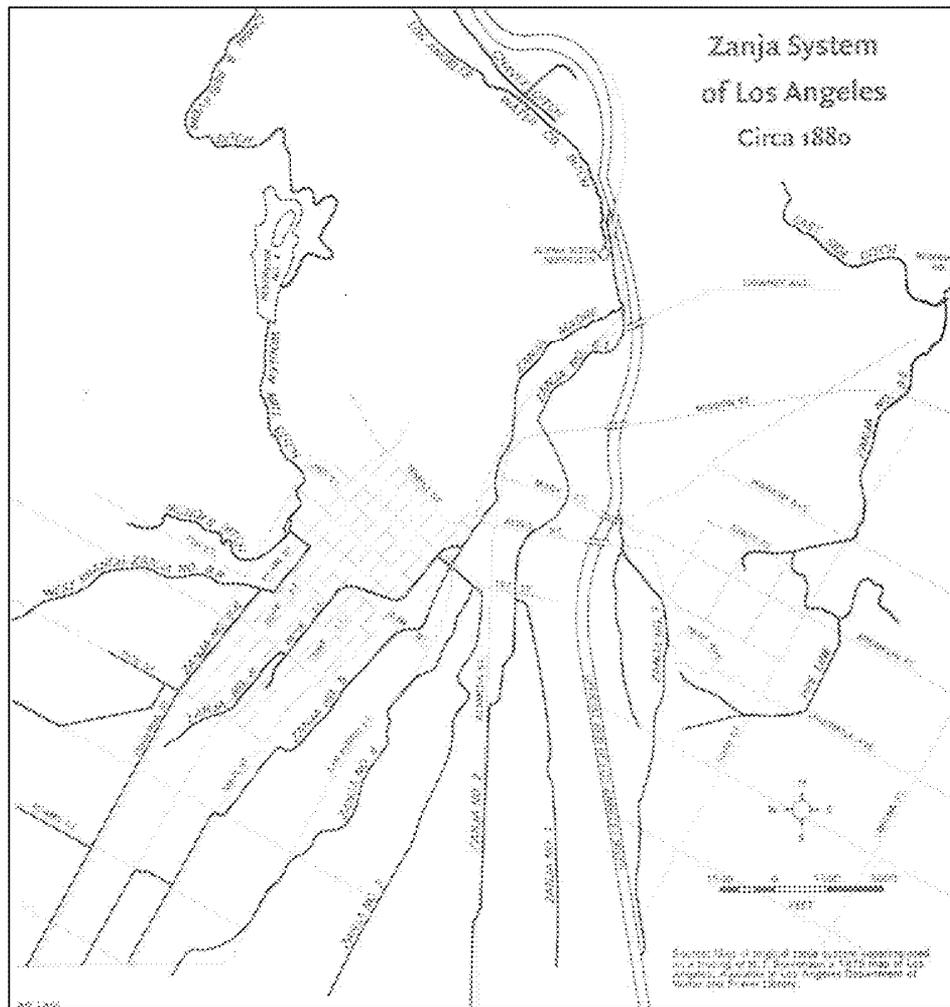
the Los Angeles River, including the Project Site, was entirely devoted to agriculture, primarily vineyards (Baugh, 1942).

Water—too much, or too little—has shaped much of California’s history. Rain falls unevenly and seasonally over the length of the state, and all too often California faces prolonged drought or flood cycles. The state has a generally Mediterranean climate, with little rain falling through the summer months. Although the amount of available water varies enormously from northern redwood regions of heavy rainfall to dry southern deserts, California as a whole is considered semiarid, and much of the state relies on winter snow in the mountains to provide spring and summer runoff to water the valleys below.

For the Pueblo of Los Angeles, the *zanjas*, or publicly owned irrigation ditches, sustained the area for many years and enabled ranching and cultivation of the fertile floodplains. The *zanjas* were established by the residents’ Mexican predecessors, and consisted of gravity systems, which resulted in the irrigation of lands that lay to the south of the source. Lands at a higher elevation could not be irrigated by the *zanjas*. The *Zanja Madre* (Mother Ditch) had been constructed, branching off of the river and carrying the water south to the agricultural lands surrounding the pueblo (**Figure 4. Los Angeles Zanja System in 1880**). As the pueblo grew and more water was diverted from the river, the supply began to dwindle. Initially, however, there was little worry about the future water needs of the City, and no regulation of the water distribution itself. Typically, farmers would dig their own ditches from the main ditches or from the river. Private water carriers hauled and sold water to households for domestic use (Gumprecht 1999). As depicted on Figure 4, the *Zanja Madre* is mapped as running north/south parallel to the Project Site, approximately 250 feet to the west. *Zanja 6-1* is mapped as also running north/south adjacent to the eastern side of the Project Site.

By the mid-19th century, City officials established a system of water use fees and rules to govern the *zanjas*. They created the official City position of *zanjero*, the highest paid of any public official in Los Angeles. The duties of the *zanjero* varied including issuance of permits for water usages, maintenance of the ditches, maintenance of the City dam, and even the early coordination of flood control work on the Los Angeles River (Gumprecht 1999). While the *zanjas* worked well for irrigation, the water was frequently unsuitable for domestic purposes. The City had no sewer system or other outlet for its liquid waste, and the *zanjas* were being used for laundry and bathing, as well as trash and sewage disposal. Several efforts to pipe domestic water directly to homes were tried as early as 1864. As the pueblo development and population expanded, an effort was made to develop a residential water system in Los Angeles with projects designed to distribute water by directly piping water into homes from local springs and the river. In what seemed to be a laborious process, a former county judge named William G. Dryden was eventually awarded a franchise to distribute water from a series of springs located within present day Chinatown at the intersection of College and Alameda, which is adjacent and likely within the current Project Site. These springs were located on low lying ground and known as the Abila Springs and were formed by the underground flow of the Los Angeles River. Dryden created a system of distribution by forming the Los Angeles Water Works Company in 1858, and building a forty-foot water wheel in the *Zanja Madre*, as well as other components of the system. This system provided running water to the homes of the City’s elite residing near the plaza. Eventually

the system failed due to seasonal flooding and the plaza's residents were once again reduced to relying on water carted in for their use (Gumprecht 2001:63-64).



SOURCE: Gumprecht 1999

Figure 4
Los Angeles Zanja System in 1880

After several more attempts by the City, (which had decided to develop its own water system), John Luis Sainsevain, who had been integral in development of the system, owned a lease to the domestic supply system and he erected a water wheel at the dam that he had built on the river. In addition to the wheel, he built a small reservoir with a capacity of the 700,000 gallons near the Catholic Cemetery, located at the intersection of North Broadway Street and Bishops Road (Figure 5. *Project Site in 1868*).

To keep up with demand, the City allowed several private companies to be formed in order to provide domestic supplies of water. The City continued to oversee the irrigation system, eventually enclosing several of the *zanjas* or creating ornamental *zanjas* in several areas (Gumprecht 1999).

As Southern California grew, the Los Angeles River became an inadequate supply of water for the residential and industrial development that gradually displaced agricultural uses. With the arrival of the Southern Pacific Railroad, the demand became so great that the Los Angeles City Water Company began tapping the river's water supply before it even reached the surface. Water supply reservoirs began to be used and the *zanja* system was gradually abandoned and, in some cases, dismantled (Gumprecht 1999). By 1902, the Los Angeles municipal government took back jurisdiction of its own water needs and purchased the existing water system, which consisted of seven reservoirs and 337 miles of pipe.

River Station

Historically, of the area now known as Los Angeles State Historic Park (located to the north of the Project Site and across Alameda Street) was developed for agricultural use in the Spanish and Mexican periods. Beginning in 1804, Francisco Avila established vineyards in this location (California State Parks, n.d.). The area was served by the *Zanja Madre*, and a waterwheel was built just west of the current park land to divert water from the *zanja*.

In the latter portion of the 19th century, River Station, a Southern Pacific Railroad facility also known as Los Angeles Junction, was opened in this location (Mullaly and Petty 2002) (**Figure 7. *Bird's Eye View of Los Angeles by B.W. Pierce, 1894, Showing the Project Site and River Station***). This facility opened in 1875 and served as an important transportation hub, with Southern Pacific opening a freight house and depot in this location. River Station expanded as the volume of railroad traffic grew, and a turntable, freight house, blacksmith shop, machine shop, car shop, and other facilities were added (Mullaly and Petty 2002; California State Parks n.d.).

In 1889, Southern Pacific built Arcade Depot a few miles to the south on Alameda Street, and passenger service was moved to this location (Mullaly and Petty 2002: 33). River Station continued to grow and served as the headquarters for Southern Pacific operations in Southern California. By the 1880s, Southern Pacific was the largest employer in Los Angeles (California State Parks n.d.).

Between 1902 and 1904, Southern Pacific built a new, more modern facility in the Lincoln Heights area of Los Angeles. Southern Pacific continued to use the land within the present day Los Angeles State Historic Park as a freight operations facility after 1904 (**Figure 8. *1921 Baist Real Estate Survey, Los Angeles***). Southern Pacific's use of the facility continued until 1992. In 2001, California State Parks took possession of the 32-acre parcel where the Southern Pacific facility had stood. In 2005, the former site of River Station was designated a State Historic Park.

The River Station area was colloquially known as "the Cornfield" because of the crops that grew there before the railroads arrival (Rasmussen 2003). In 2005, a public art installation on the property entitled "Not a Cornfield," involved the planting of 32 acres of corn for one agricultural cycle, a commentary on the City's early agricultural roots and the need to reclaim abandoned industrial-era complexes (Not a Cornfield 2012).

Los Angeles' exponential growth during the inter-war period, more specifically the 1920s, is well documented. However, it was a population boom 40 years earlier that saw Los Angeles become a

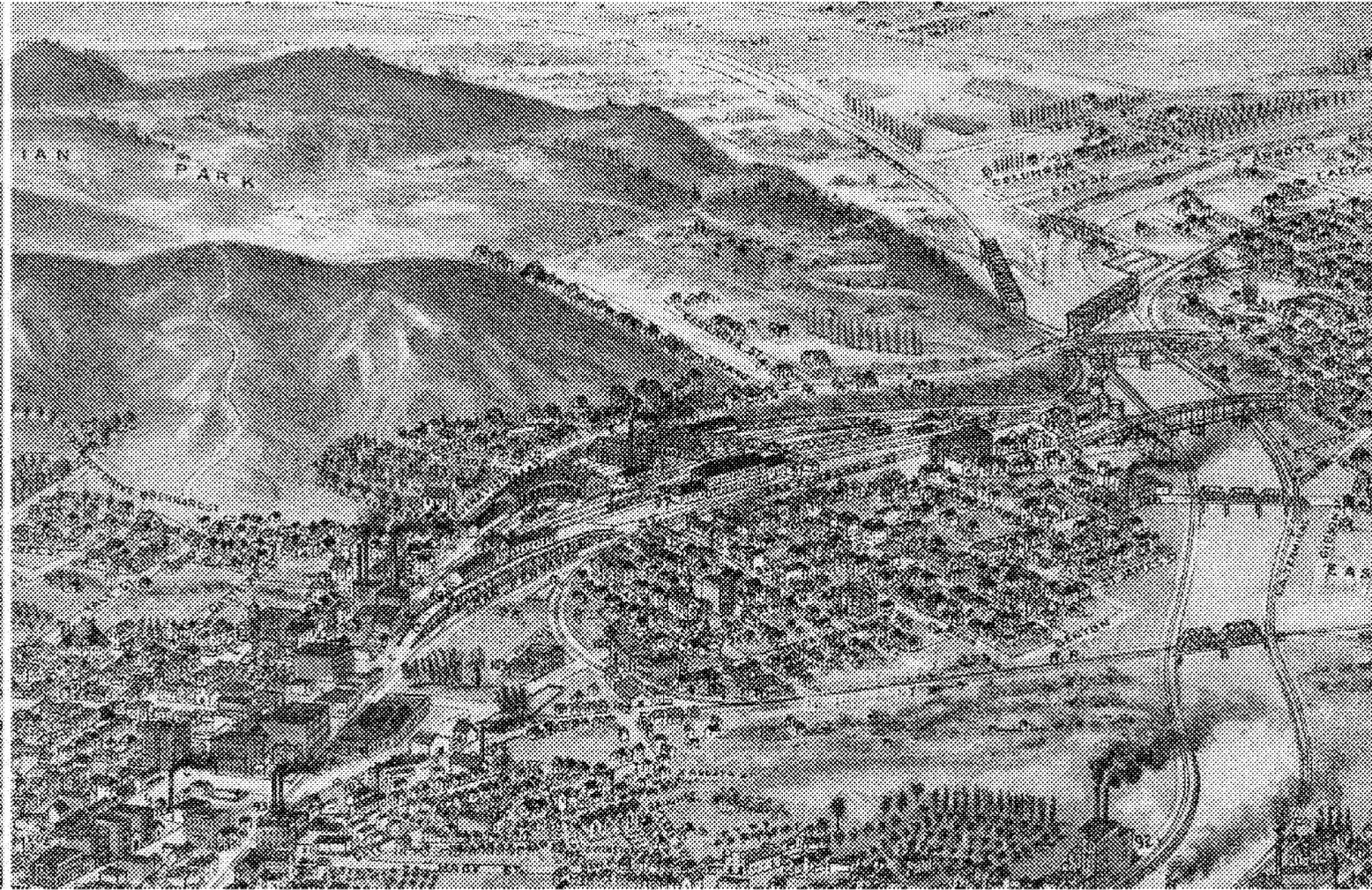
major American city (SurveyLA 2012). While the state and City experienced steady expansion through the mid-nineteenth century, the 1880s were a period of unprecedented population growth, leading up to The Great Boom of 1886-87. "Rail communication with the North was opened in 1877, but the boom did not really begin until 1881, when the Southern Pacific, which had gone on building east, met the Santa Fe at Deming" (Los Angeles County 1889). The new line produced a direct route between Los Angeles and eastern markets through New Orleans. To sell land adjacent to their new rail lines, the railroads promoted California real estate. In 1876, the Southern Pacific constructed the River Station, welcoming thousands of visitors to Los Angeles. Driven by railroad development, Los Angeles' population grew from just over 5,000 residents in 1870 to 15,000 in 1882 and 25,000 by 1883. In addition to population growth, land values more than doubled during the 1880s. At the end of the decade, Los Angeles' population was over 75,000 and a plot of land that once sold for \$1,000 was being sold for \$2,500.

Construction and Occupancy

The Project Site was developed at least as far back as 1888 and historically used as a rail yard, including storage of wood, coal and petroleum products. Prior to these uses, the Project Site was used for agricultural purposes. The Project Site was vacant as of 1970 and was acquired by the Los Angeles Metropolitan Transit Authority (MTA) for support of the expansion of the MTA Gold Line to Pasadena; it had been previously owned by the Union Pacific Railroad. The Project Site is currently an undeveloped lot. Numerous ground-disturbing activities have been completed at the Project Site since the removal of on-site structures in 1970.

Sanborn Fire Insurance Maps and historical aerials were reviewed to determine the history of construction and alterations for the Project Site. Review of the 1888 Sanborn map indicated that prior to later uses as a rail yard, the entire Project Site was subdivided and labeled as "Beaudry's Proposed Sub Division" with Exchange Street running through the eastern half of the Project Site and North Alameda and College Streets in their current configuration with one set of tracks running down Alameda Street. The southwestern portion of the Project Site was developed with several scattered stores and dwellings (some are depicted as "Tent" and "Cotton"). The eastern central portion of the Project Site is depicted as occupied by several buildings including a furniture auction establishment, a restaurant, dwellings and stores. The northern portion of the Project Site was occupied by the Whittier, Fuller & Co. Oil Warehouse.

The 1894 Sanborn map showed that the Project Site was still subdivided but the majority of previous buildings depicted in 1888 are no longer present. The subdivision name is not indicated on this version and only the northern tip of the Project Site was developed with a "Wood and Coal Yard" that included a few buildings as well within that parcel. One small building is depicted just north of Exchange Street. Two sets of tracks are indicated on North Alameda Street as well as an iron viaduct elevated for cable cars. San Fernando Street ran along the northeastern side of the Project Site with at least one set of rail tracks indicated.



SOURCE: Library of Congress American Memory Collection

Figure 5
Bird's Eye View of Los Angeles by B.W. Pierce, 1894, Showing the
Project Site and River Station, View North

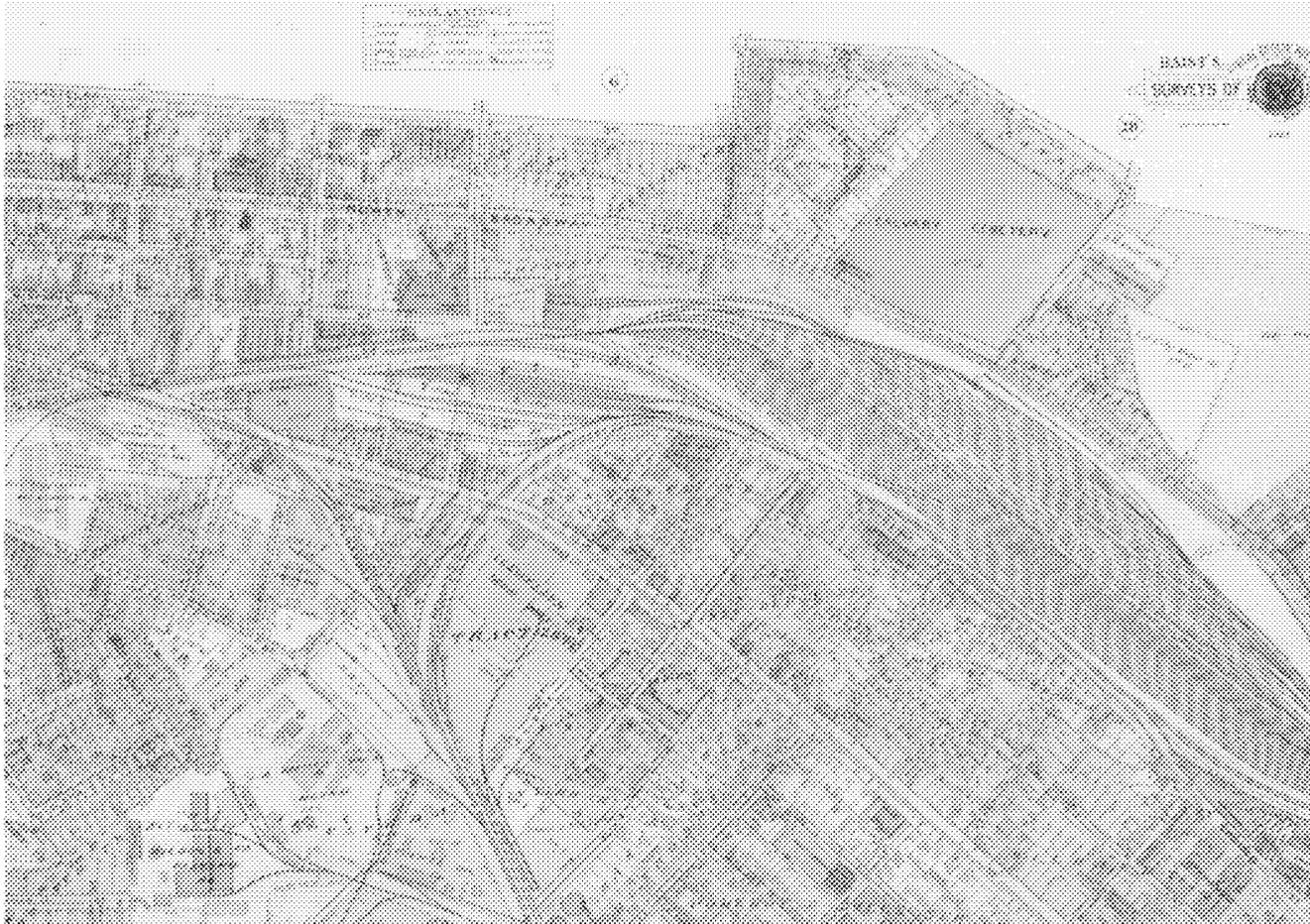


Figure 6
1921 Baist Real Estate Survey, Los Angeles

The 1906 Sanborn map indicated that all building development was removed and replaced with approximately 17 rail spurs running roughly north/south were located on the Project Site and that Prudent still ran parallel to the rail lines in the southeastern part of the Project Site. The spurs appear to have fed out toward Cornfields with the exception of those on the eastern side, which fed out onto the former San Fernando Street, named Redondo Avenue on the 1906 version. A Southern Pacific Freight House was also present along the westernmost portion of the Project Site. North Alameda Street shows three sets of Southern Pacific Tracks and the Iron Viaduct which is noted as “not used” in 1906.

In 1950 the Sanborn map indicates that a second Southern Pacific Freight House was constructed on the eastern portion of the Project Site between the tracks and Prudent which was still present in 1950. Prudent Street, with the same configuration of the Southern Pacific Freight House on the western portion of the Project Site was also still present. The trackage between the two Freight Houses are shown as heading north toward Alameda Street and W. Redondo Avenue and the trackage on either side of Prudent headed northwest onto Redondo Avenue. On the 1953-1954, 1957, 1960, 1964, and 1970 Sanborn maps there is little to no change indicated through that period as compared to the depiction on the 1950 Sanborn map.

Aerial photos (historicaerials.com) indicate that the site remained developed with the Southern Pacific facilities and trackage. The Freight House on the western side of the Project Site was removed by 1980, and by 1994 the entire property was cleared and has remained vacant ever since.

Subsurface Disturbances

In 1989, four Underground Storage Tanks (USTs) and approximately 30 yards of impacted soil were removed from the Project Site. The USTs included one 8,500-gallon gasoline UST, one 900-gallon Diesel UST, one 6,500-gallon oil UST and a 700-gallon gasoline UST. The removal of the USTs was conducted for the Southern Pacific Transportation Company, previous owners of the Project Site at that time (Cousineau 2013).

In 2001 a Remedial Action Plan (RAP) was planned at the Project Site. The RAP detected the existence of constituents of concern (COCs) in five areas within the Project Site. In 2002, the RAP was implemented and a total of 12,200 tons of impacted material was excavated/removed from the Project Site. A total of 238 tons were disposed of as hazardous waste (Cousineau 2013). Most of the impacted material was excavated from the northernmost and westernmost areas of the Project Site.

Regulatory Setting

State

California Environmental Quality Act (CEQA)

CEQA is the principal statute governing environmental review of projects occurring in the State. CEQA requires lead agencies to determine if a proposed project would have a significant effect on

the environment, including significant effects on historical, archaeological and tribal cultural resources.

Under CEQA, a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. The CEQA Guidelines recognize that an historical resource includes: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (California Register); (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the CEQA Guidelines apply. If a project may cause a substantial adverse change (defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired) in the significance of an historical resource, the lead agency must identify potentially feasible measures to mitigate these effects.

If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site may be treated in accordance with the provisions of Section 21083, which is a unique archaeological resource. As defined in Section 21083.2 of CEQA a "unique" archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in PRC Section 21083.2, then the site is to be treated in accordance with the provisions of PRC Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to

permit any or all of these resources to be preserved in place. If preservation in place is not feasible, mitigation measures shall be required.

The CEQA Guidelines note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (CEQA Guidelines Section 15064.5(c)(4)).

California Register of Historical Resources

The California Register of Historical Resources (California Register) is “an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC Section 5024.1[a]). The criteria for eligibility for the California Register are based upon National Register criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historical-period property must be significant at the local, State, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and

- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

Tribal Cultural Resources and Assembly Bill 52

Assembly Bill (AB) 52 was approved by California State Governor Edmund Gerry “Jerry” Brown, Jr. on September 25, 2014. The act amended PRC Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015. The primary intent of AB 52 is to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe” that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to Appendix G of the CEQA Guidelines, which was approved by the Office of Administrative Law on September 27, 2016.

PRC Section 21080.3.1 requires that within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency (PRC Section 21080.3.1(b)). Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency’s formal notification and the lead agency must begin consultation within 30 days of receiving the Tribe’s request for consultation (PRC Sections 21080.3.1(d) and 21080.3.1(e)).

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC Section 21080.3.2(b)).

If a California Native American Tribe has requested consultation pursuant to PRC Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has complied with PRC Section 21080.3.1(d) and the California Native American Tribe has failed to request consultation within 30 days, the lead agency may certify an EIR or adopt an MND (PRC Section 21082.3(d)(2) and (3)). PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American Tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the Tribe that provided the information. If the lead agency publishes any information submitted by a California Native American Tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the Tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the NAHC within 24 hours to relinquish jurisdiction.

California Public Resources Code Section 5097.98

California PRC Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during Project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner

may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

Archaeological Resources

As part of the determination made pursuant to PRC Section 21080.1, the lead agency shall determine whether the project may have a significant effect on archaeological resources (PRC Section 21083.2). PRC Section 21083.2(b) provides the following guidance on how to mitigate or avoid the significant effects that a project may have on unique archaeological resources. PRC Section 21083.2(b) states that, "If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. Examples of that treatment, in no order of preference, may include, but are not limited to, any of the following:

- Planning construction to avoid archaeological sites.
- Deeding archaeological sites into permanent conservation easements.
- Capping or covering archaeological sites with a layer of soil before building on the sites.
- Planning parks, greenspace, or other open space to incorporate archaeological sites.

As defined within PRC Section 21083.2(g), "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: 1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information, 2) Has a special and particular quality such as being the oldest of its type or the best available example of its type, or 3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

As defined in PRC Section 21083.2(h), "nonunique archaeological resource" means an archaeological artifact, object, or site that does not meet the criteria in subdivision (g). A nonunique archaeological resource need be given no further consideration, other than the simple recording of its existence by the lead agency if it so elects.

Pursuant to PRC Section 21083.2(i), as part of conditions imposed for mitigation, a lead agency may make provisions for archaeological sites accidentally discovered during construction. These provisions may include an immediate evaluation of the find. If the find is determined to be a unique archaeological resource, contingency funding and a time allotment sufficient to allow recovering an archaeological sample or to employ one of the avoidance measures may be required under the provisions set forth in this section. Construction work may continue on other parts of the building site while archaeological mitigation takes place.

Local

City of Los Angeles

General Plan Conservation Element

The City of Los Angeles's General Plan Conservation Element (Conservation Element), Chapter II, Section 5, states that the city has primary responsibility for identifying and protecting its cultural and historical heritage. The Element identifies five types of historic protection designations that apply within the City, including Historic-Cultural Monument designation, placement on the California Register or the National Register of Historic Places (National Register), designation by the Community Redevelopment Agency (CRA) as being of cultural or historical significance within a designated redevelopment area, and classification by City Council as an Historic Preservation Overlay Zone. The Conservation Element also cites the protections within CEQA for significant cultural and historic resources.

The Conservation Element lists the following objective and policy for cultural and historical resources:

- **Objective:** Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.
- **Policy:** Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.

Archaeological Resources

The City of Los Angeles's General Plan Conservation Element (Conservation Element), Chapter II, Section 3, defers to the State CEQA Guidelines in regard to the identification, evaluation, and mitigation of impacts to archaeological resources. The Conservation Element states that the City has primary responsibility for protecting significant archaeological resources. Furthermore, if it is determined that a development project may disrupt or damage an archaeological site, the project is required to provide mitigation measures to protect the site or enable study and documentation of the site, including funding of the study by the Applicant. The City's environmental guidelines require the Applicant to secure services of a qualified archaeologist to monitor excavations or other subsurface activities associated with a development project in which all or a portion is deemed to be of archaeological significance. 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.¹

The Conservation Element lists the following objective and policy for archaeological and paleontological resources:

- **Objective:** Protect the City's archaeological and paleontological resources for historical, cultural, research, and/or educational purposes.

¹ City of Los Angeles General Plan Conservation Element, Chapter II, Section 3, adopted September 2001.

- **Policy:** Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities.

Los Angeles Cultural Heritage Ordinance

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1967 and amended it in 2007 (Los Angeles Administrative Code, Chapter 9, Division 22, Article 1, Section 22.171.7). The Cultural Heritage Ordinance establishes criteria for designating a local historical resource as an Historic Cultural Monument (HCM). An HCM is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City, including historic structures or sites:

- In which the broad cultural, economic or social history of the nation, state or community is reflected or exemplified;
- Which are identified with historic personages or with important events in the main currents of national, state or local history;
- Which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or
- Which are a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.

A proposed resource may be eligible for designation if it meets at least one of the criteria above. With regard to integrity, the seven aspects of integrity of the National Register and California Register are the same and the threshold of integrity for individual eligibility is similar (City of Los Angeles Office of Historic Resources 2017).

In addition, the Los Angeles Municipal Code (LAMC) Section 91.106.4.5 states that the Building Department “shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated” by a federal, state, or local authority.

Methods

This section focuses on archaeological resources, which can be defined as prehistoric (or pre-European contact) archaeological resources or historic (post-European contact) archaeological resources. Historical resources are further classified by the California Office of Historic Preservation as “the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archaeological value regardless of the value of any existing structure” and can include battlefields, campsites, cemeteries, ceremonial sites, habitation sites, rock carvings, rock shelters, ruins of a building or structure, shipwrecks, trails, and village sites (City of Los Angeles Office of Historic Resources 2017). The analysis of archaeological resources is based on 1) a cultural resource records search conducted at the SCCIC at California State University, Fullerton to review recorded archaeological resources within a one-half mile radius of Project Site, as well

as a review of cultural resource reports and historic topographic maps on file, 2) a review of the California Points of Historical Interest (CPHI), the California Historical Landmarks (CHL), the California Register, the National Register, and the California State Historic Resources Inventory (HRI) listings, 3) a SLF search commissioned through the NAHC, and 4) a review of available Sanborn Maps, historic aerial imagery; and other technical studies (Phase I ESA report) to understand the land use history of the Project Site.

The potential for the Project Site to contain buried archaeological resources was assessed based on the findings of the cultural resource records search (i.e., presence and proximity of known resources) and SLF search, land use history research, subsurface geological conditions, and the proposed excavation parameters for the Project.

Archival Research

Records Search

On May 24, 2017, a cultural resources records search was conducted at the California Historical Resources Information System – South Central Coastal Information Center (SCCIC), housed at the Division of Anthropology at California State University, Fullerton. The records search included a review of all previous surveys conducted and previously recorded archaeological resources within a 0.25-mile radius of the Project Site, and all previously recorded historic resources adjacent to the Project Site as well as a review of historic topographic maps on file. In addition, the California Points of Historical Interest, the California Historical Landmarks, the California Register, and the National Register were reviewed. The purpose of the record search was to determine whether there are previously recorded archaeological and/or historic architectural resources located within the Project Site and 0.25-radius that require evaluation and treatment. The results also provide a basis for assessing the sensitivity of the Project Site for buried prehistoric and historic archaeological resources.

Other Archival Research

Other archival research conducted for the Project included reviewing Sanborn Fire Insurance (Sanborn) maps acquired through Los Angeles Public Library (LAPL).

Project Environmental Document Review

The Environmental Impacts Report prepared for the Project was also reviewed in order to provide information on the previous ground disturbance and to aid in assessing both the prehistoric and historic archaeological sensitivity of the Project Site.

Sacred Lands File Search

On May 19, 2017, a Sacred Lands File (SLF) search was requested through the Native American Heritage Commission (NAHC). The request letter included information such as Project Site location and a brief description of the proposed Project. The purpose of the search was to obtain information regarding the nature and location of additional prehistoric or Native American resources whose records may not be available at the SCCIC.

Results

Records Search

Previous Cultural Resources Investigations

Results of the records search conducted at the SCCIC indicated that a total of 31 cultural resource studies have been previously conducted within a 0.25-mile radius of the Project Site.

Approximately 75 percent of the 0.25-mile records search radius outside of the Project Site has been covered by previous cultural resources surveys. Of the 31 previous studies, none was conducted within or overlapping the Project Site. However, 11 studies have been conducted adjacent and within close proximity (approximately 100 feet) to the Project Site. These studies consisted of a Phase I Archaeological Survey Report and Cultural Resource Studies for the Pacific Pipeline Project (LA-02892; LA-02950), Draft and Final Environmental Impact reports for the Pasadena-Los Angeles Light Rail Transit Project (LA-03497; LA-03498), two cultural resources inventory reports for the Williams Communications-Fiber Optic Cable Installation Project (LA-04834; LA-04835), a Cultural Resources Overview for the Los Angeles Light Rail Transit Project (LA-04386), an archaeological excavation report within the River Station Yard (known as the Los Angeles Cultural Landmark #82) for the MTA's Gold Line Property (LA-08512), an archaeological monitoring report for the Emergency Sewer Repair between Elmyra and Mesnager Streets (LA-08531), a General Plan and Final Environmental Impact Report for the Los Angeles State Historic Park (LA-10773), and an archaeological monitoring report for the Blossom Plaza Project (LA-13146). The report for the Blossom Plaza Project indicated that a segment of the Madre Conduit (brick conduit along alignment of *Zanja Madre*) and associated historic artifacts were recovered during the monitoring efforts.

Previously Recorded Cultural Resources

As stated above, the records search results indicate that no archaeological or historic architectural resources have been previously recorded within the Project Site. However, nine archaeological resources have been previously recorded within a 0.25-mile radius of the Project Site. Of the nine archaeological resources, eight (P-19-003103, -003120, -003181, -004183, -004200 through -004202, and -004601) are historic-period archaeological sites, and one (-003650) is a historic-period isolate.² Four of the nine resources (-003103, -003120, 004183 and -004601) are located adjacent or within close proximity (approximately 100 to 300 feet) to the Project Site. A detailed description of these resources is provided below.

P-19-003103/CA-LAN-3103

Resource CA-LAN-3103 includes several sections of the *Zanja* system all of which were encountered during construction projects. The *Zanja Madre* Capitol Milling Company to College Street Segment was recorded in 2014 as a result of archaeological construction monitoring for the Blossom Plaza Project. This portion of resource is located approximately 300 feet west of the Project Site and consists of a 141-foot-long segment of a brick conduit that formed part of the *Zanja Madre* (translated as the “mother ditch”) water system in Los Angeles. The segment was

² An isolate is one or two distinct artifacts that are more than 50 meters away from other artifacts or features to be considered part of a site.

built “in the late 1880s, channeled into and out of the Capitol Milling complex” (Furnis 2014). A builder’s trench was also identified along each side of the conduit for the majority of its length. The trench yielded large mammal bones, glass and ceramic bottles, ceramic dishes, wash basins and pitchers (Furnis 2014). The depth of the resource in this location was documented as occurring at approximately 15 feet below surface. The resource was recommended as eligible for listing as part of a larger district, the “Zanja Conduit System” under criterion C of the National Register.

P-19-003120/CA-LAN-3120

Resource CA-LAN-3120 was recorded in 2003 by Peter Messick during soil remediation and data recovery and updated in 2010 by Michael Sampson and Mary Garrett as part of testing for the development of the LASHP. This resource has been described as the “buried remains of the 19th century River Station, a railroad maintenance facility, freight and passenger depot, and rail yard operated by Southern Pacific”. The resource is commonly known as the Cornfield/River Station and is 32 acres in size and encompasses most of the LASHP’s boundaries. This resource is located approximately 150 feet north of the Project Site. The resource has been interpreted as having played a significant role in the commercial and demographic growth of Los Angeles and the greater Los Angeles region where Los Angeles became a “financial power in the state of California and the West”. At the same time, the population of Los Angeles increased during the operation of the River Station. The River Station also became the center for shipment from the citrus industry in Southern California to other parts of the country. The resource is eligible for inclusion of the National Register (Messick 2003; Sampson and Garrett 2010). The resource is listed as the City of Los Angeles Historic Cultural Monument #82 and State Landmark 655.

P-19-004183/CA-LAN-4183H

Resource CA-LAN-4183H is located immediately south and along W. College Street. The resource was recorded in 2011 and has been described as “historical paving stones... [that are] irregularly sized and hand chiseled, made of granite”, which once formed part of the original College Street pavement. The portion of College Street, where the resource is located, is now paved with modern asphalt (Foster 2011). The resource was not evaluated for eligibility in the California Register or National Register.

P-19-004601/CA-LAN-4601H

Resource CA-LAN-4601H is located approximately 150 feet west of the Project Site and was recorded beginning in 2013 through 2014. The resource was described as consisting of 24 historic-age features and associated artifacts. The archaeology of the site is believed to represent the intensive urban use from the past 145 years from at least 1870 through the 1970s (Furnis et al. 2014). The resource was not evaluated for eligibility in the California Register or National Register.

Project Environmental Document Review

The Environmental Impact Report (EIR) for the Project Site reports that in 1989, four Underground Storage Tanks (USTs) and approximately 30 yards of impacted soil were removed from the Project Site. The USTs included one 8,500-gallon gasoline UST, one 900-gallon Diesel

UST, one 6,500-gallon oil UST and a 700-gallon gasoline UST. The removal of the USTs was conducted for the Southern Pacific Transportation Company, previous owners of the Project Site at that time (Cousineau 2013).

The EIR also reports that in 2001, a Remedial Action Plan (RAP) was planned at the Project Site. The RAP detected the existence of constituents of concern (COCs) in five areas within the Project Site. Review of Figure 2, *Site Plan Showing Five Areas of Concern* (found attached to the EIR in Appendix E), indicates that the five COCs were located along the northernmost and southeastern most portions of the Project Site. The COCs included hydrocarbons and metals such as arsenic, lead and copper. In 2001, an updated RAP was conducted in order to define the lateral extent of the arsenic, copper and lead. In 2002, the RAP was implemented and a total of 12,200 tons of impacted material was excavated/removed from the Project Site. A total of 238 tons were disposed of as hazardous waste (Cousineau 2013). Based on a review of Figure 3, *Final Excavation Boundaries* and Figure 4, *Final Confirmation Soil Sample Locations* (found attached to the EIR in Appendix E), most of the impacted material was excavated from the northernmost and westernmost areas of the Project Site.

Sacred Lands File Search

The NAHC maintains a confidential Sacred Lands File (SLF) which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on May 19, 2017 to request a search of the SLF. The NAHC responded to the request in a letter dated May 22, 2017 which stated that “Sites have been located within the APEs [Area of Potential Effect] you provided that may be impacted by the Project” (**Appendix B**). The letter did not provide details on the resources identified within the Project Site, but recommended that the Gabrieleno Band of Mission Indians-Kizh Nation be consulted.

Additional Research

Additional research included a review of Sanborn maps which are also included as Appendix C to this report. The results of this research are provided in the following section by year.

Sanborn Maps

1888

Review of the 1888 Sanborn map revealed that the entire area surrounding the Project Site was subdivided and labeled as “Beaudry’s Proposed Sub Division” with Exchange Street running through the eastern half of the Project Site and North Alameda and College Streets in their current configuration with one set of tracks running down Alameda Street. Capitol Mills is depicted in its current location to the north of the Project Site. The southwestern portion of the Project Site was developed with several scattered stores and dwellings (some are depicted as “Tent” and “Cotton”). The eastern central portion of the Project Site is depicted as occupied by several buildings including a furniture auction establishment, a restaurant, dwellings and stores. The northern portion of the Project Site was occupied by the Whittier, Fuller & Co. Oil Warehouse.

1894

Review of the 1894 Sanborn map revealed that the Project Site was still subdivided but that the majority of previous buildings depicted in 1888 were no longer present. The subdivision name is not indicated on this version and only the northern tip of the Project Site was developed with a “Wood and Coal Yard” that included a few buildings as well within the project site. One small building is depicted just north of Exchange Street. Two sets of tracks are indicated on North Alameda Street as well as an iron viaduct elevated for cable cars. San Fernando Street ran along the north eastern side of the Project Site with at least one set of rail tracks indicated. Prudent Street ran parallel to the rail lines in the southeastern part of the Project Site.

1906

Review of the 1906 Sanborn map revealed that all building development had been removed and replaced with approximately 17 rail spurs running roughly north/south on the Project Site, and that Prudent Street still ran parallel to the rail lines in the southeastern part of the Project Site. The spurs appear to have fed out toward Cornfields with the exception of those on the eastern side, which fed out onto the former San Fernando Street (as shown on the 1894 Sanborn map), named Redondo Avenue on the 1906 version. A Southern Pacific Freight House was also present along the westernmost portion of the Project Site. North Alameda Street shows three sets of Southern Pacific Tracks and the Iron Viaduct which is noted as “not used” in 1906.

1950

Review of the 1950 Sanborn map revealed that a second Southern Pacific Freight House had been constructed on the eastern portion of the Project Site between the tracks and Prudent Street which was still present in 1950. Prudent Street, with the same configuration of the Southern Pacific Freight House on the western portion of the Project Site was also still present. The trackage between the two Freight Houses are shown as heading north toward Alameda Street and W. Redondo Avenue, and the trackage on either side of Prudent Street are shown as headed northwest onto Redondo Avenue.

1953-1954, 1957, 1960 and 1964

Review of the 1953-1954, 1957, 1960, 1964, and 1970 Sanborn maps revealed little to no change through that period from the depiction on the 1950 Sanborn map.

Historic Aerials

A review of available aerial photos on www.historicaerials.com revealed that the Project Site remained developed with the Southern Pacific facilities and trackage until approximately 1994. The Freight House on the western side of the Project Site had been removed by 1980, and then by 1994 the entire Project Site had been cleared and has remained vacant ever since.

Tribal Cultural Resources

As discussed above, Assembly Bill 52 (AB 52), signed into law on September 25, 2014, requires lead agencies to evaluate a Project's potential to impact Tribal Cultural Resources (TCR) and establishes a formal consultation process for California Native American Tribes as part of CEQA. TCR includes sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register or included in a local register of historical resources (PCR21074 (a)(1)). AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a TCR. As explained above, (PCR21074 (a)(1)) notification of a project is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects, and that is traditionally and culturally affiliated with the geographic area of a proposed project.

Summary of Consultation

The City commenced tribal notification for the Project in accordance with AB 52 on June 7, 2016, via a mailing to all of the surrounding tribes that had requested to be included on the AB 52 notification list. The AB 52 consultation logs for the Project are provided as Appendix C of this document. Three tribes responded and requested consultation including Gabrieleno Band of Mission Indians - Kizh Nation (Andrew Salas, Tribal Chair), Fernandeno Tataviam Band of Mission Indians (Caitlin B. Gulley), and Gabrielino Tongva Indians of California Tribal Council (Robert Dorame, Tribal Chair). During the process of consultation, on June 1, 2017, the Fernandeno Tataviam Band of Mission Indians stated that they no longer wished to engage in consultation. All consultation materials provided by the tribes are considered confidential and are retained in the City's administrative record for the Project.

Mr. Salas of the Gabrieleno Band of Mission Indians - Kizh Nation provided the City with information regarding potential tribal resources during phone consultation. In response to the City's request to provide substantial evidence of the cultural sensitivity that he described, in April of 2017, Mr. Salas provided a document listing the maps he referenced during the consultation as well as digital images of the maps themselves. Mr. Salas also provided in this document a summary of each map and explained the high sensitivity for potential Native American resources in the vicinity. Mr. Salas also provided a mitigation measure template with suggested mitigation measures regarding Tribal Cultural Resources and Human Remains and associated funerary objects within Kizh Gabrieleno Tribal Territory. The mitigation measures call for tribal monitoring for all planned excavation.

Mr. Dorame of the Gabrielino Tongva Indians of California Tribal Council provided the City with information in the form of annotated historic maps covering the Project Site, and a letter detailing his knowledge of potential TCR in the vicinity of the Project Site along with recommendations for including Native American monitoring of all planned soil disturbance. In summary, Mr. Dorame described the Avila Springs, the location of the Zanja Madre in proximity to the Project Site, shell middens and other archaeological sites in the Project Site vicinity, the location of the village of Yangna, and stated that his third grandmother removed had lived in

close proximity to the Project which explained his determination of a high sensitivity for encountering evidence of historic or prehistoric native habitation.

The historic documentation provided by the tribes has been considered as part of this study and supplements the determination that the general Project Site vicinity maintains a high sensitivity for having the potential to encounter resources of prehistoric and historic origin. Although a substantial amount of contaminated soils were removed during earlier remediation on the Project Site, there are still areas of the Project Site that likely are comprised of native soils that have been subject only to surficial disturbance so that they retain the potential to preserve prehistoric and historic archaeological resources.

Conclusions and Recommendations

Archaeological Resources

The Project Site's location relative to the Los Angeles River would have provided access to important resources during all periods of prehistory. As described in the prehistoric context section of this report, the location of the prehistoric villages of *Yangna* and *Maawnga* have long been rumored and documented as being located near the Project Site. Ethnographic evidence seems to indicate that the village of *Maawnga* was more likely the village located within the nearby Elysian Park and may have been the home of the villagers that served refreshments to Gaspar de Portola and Father Juan Crespi when they were camped on the river bank opposite the North Broadway Bridge entrance to Elysian Park. Sources say that the village site of *Yangna* encountered by the Portola expedition in 1769 was situated in close proximity to the north of the current Los Angeles Plaza Church (Morris et. al. 2016:97). Although the Project Site is located just over a half of a mile to the southwest of the California Historic Landmark Number 655, the Portola Trail Campsite, it is unlikely that *Yangna* was located at the trail campsite or overlapping with the Project Site, based on known information about the location of the village at contact.

Nonetheless, due to the Project Site's proximity to the Los Angeles River, which was which was heavily exploited by prehistoric peoples over time and seasonally, there is a potential for encountering prehistoric archaeological resources. The Project Site was likely within the flood zone of the Los Angeles River, a location where deposition could have buried both prehistoric and early historic archaeological resources. Avila Springs was located within or adjacent to the Project Site. Information provided during AB 52 consultation also noted the presence of this spring, which would have been a source of fresh water and therefore would have been a sensitive area for Native American habitation. Although the Project Site has been subjected to nearly a century of agricultural, urban and transportation development, for the most part this was surficial disturbance. Areas of older historic development are less likely to have disturbed archaeological sites at depths in this area. Although a substantial amount of contaminated soils was removed during earlier remediation on the Project Site, there are still areas of the Project Site that likely are comprised of native soils that were subject only to surficial disturbance so that they could still retain the potential to preserve prehistoric and historic archaeological resources.

The Los Angeles *zanja madre* has been mapped extensively on historic maps running roughly parallel to the west side of the Project Site. *Zanja 6-1* has also been documented on the east side

of the Project Site running roughly along Main Street. The historic development on the Project Site may not have disturbed segments of the *zanja* or associated components of the system if they extended into the Project Site.

As described in the historic context above, Avila Springs was located directly adjacent to or within the Project Site. In the historic era, the springs was used to pipe in water to the pueblo. There is a potential for encountering historic water conveyance features related to the reservoir and ancillary pipelines, as well as related to ancillary portions of the *zanja* system which may have overlapped with the Project Site. Building materials for the *zanja* system included earthen ditches, wooden troughs, and brick or cement conduits. Building materials for ancillary pipelines to the reservoir included metal and wooden conduits. Some portions of the *zanja* system that have been identified archaeologically have revealed a complex sequence of construction and modification related to maintenance over a long period of use.

The documentation provided by the tribes as a result of AB 52 consultation described places, known archaeological and historic resources, as well as a high sensitivity for buried prehistoric or historic archaeological resources. These are described as being in the vicinity of the Project Site, and any might be considered sacred lands or tribal cultural resources by the tribes. The documentation did not reveal that any known sacred lands or tribal cultural resources overlap with or occur within the Project Site, or that would be affected by the Project. Review of the documentation did, however, support the conclusion reached in this EIR that the Project Site has potentially high sensitivity for buried archaeological resources that, once encountered, could potentially be considered a tribal cultural resource.

Archaeological Recommendations

Research has revealed that the Project Site may have a high prehistoric and historic archaeological sensitivity due to the former development of the Site as well as historic transportation and infrastructure which may have overlapped with the Project Site. In particular, there is a potential for encountering historic remnants of the rail yard, historic water conveyance features, the evidence of Avila Spring and any activates associated with the exploitation and use of the spring during the historic and prehistoric periods.

Based on the results of the archival research, it is possible that prehistoric and historic resources may be present within the Project Site. Such resources may lie beneath the surface obscured by development and pavement. Because the potential to encounter prehistoric and historic archaeological resources exists for the proposed Project, it is recommended that the construction contractor shall use a qualified archaeological monitor, working under the supervision of a qualified archaeological Principal Investigator during ground disturbing activities including, but not limited to, asphalt removal, demolition and removal of foundations and footings, trenching, grading, and over excavation within the Project Site. Ancillary construction which may occur within East College, North Main, Rondout, and North Spring Streets to change the curb and gutter as well as any utilities work for the Project will be monitored. The monitor will conduct worker training prior to the initiation for ground-disturbing activities in order to inform workers of the types of resources that may be encountered and advise them of the proper handling of such resources. If any prehistoric archaeological sites or historic archaeological sites that may be

important to Native American Tribes, or human remains are encountered within the Project Site, consultation with interested Native American parties shall be conducted to apprise them of any such findings and solicit any comments they may have regarding appropriate treatment and disposition of the resources. The archaeological monitor shall have the authority to redirect construction equipment in the event potential archaeological resources are encountered. In the event archaeological resources are encountered, the client shall be notified immediately and work in the vicinity of the discovery will halt until appropriate treatment of the resource, is determined by the qualified archaeological Principal Investigator in accordance with the provisions of CEQA.

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APPENDIX A

Personnel



Sara Dietler

Archaeologist

EDUCATION

B.A., Anthropology,
San Diego State
University, 1997

19 YEARS EXPERIENCE

CERTIFICATIONS/ REGISTRATION

California BLM Permit,
Principal Investigator,
Statewide

Nevada BLM Permit,
Paleontology, Field
Agent, Statewide

PROFESSIONAL AFFILIATIONS

Society for American
Archaeology (SAA)

Society for California
Archaeology (SCA)

Sara is a senior archaeologist and paleontology lead with 19 years of experience in cultural resource management in Southern California. As a senior project manager, she manages technical studies including paleontological and archaeological assessments and surveys, monitoring and fossil salvage for many clients including public agencies and private developers. She is a cross-trained paleontological monitor and supervisor, familiar with regulations and guidelines implementing the National Historic Preservation Act (NHPA), National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA), and the Society of Vertebrate Paleontology guidelines. She has extensive experience providing oversight for long-term monitoring projects throughout the Los Angeles Basin for both archaeological, Native American, and paleontological monitoring compliance projects and provides streamlined management for both disciplines.

Relevant Experience

Los Angeles Unified School District (LAUSD) Central Los Angeles High School #9; Los Angeles, CA. *Senior Project Archaeologist & Project Manager.* Sara conducted on-site monitoring and investigation of archaeological sites exposed as a result of construction activities. During data recovery phase in connection with a 19th century cemetery located on-site, participated in locating of features, feature excavation, mapping and client coordination. Organized background research on cemetery including; genealogical, local libraries, city and county archives, other local cemetery records, internet and local fraternal organizations. Advised in lab methodology and set up, and served as project manager, contributing author and editor for the published monograph, which was published as part of a technical series. *Not Dead but Gone Before: The Archaeology of Los Angeles City Cemetery*.

Los Angeles Department of Water and Power, Scattergood Olympic Transmission Line, Los Angeles, CA. *Report Author.* LADWP is currently installing approximately 11.4 miles of new 230 kilovolt underground transmission line that will connect the Scattergood Generating Station and the Olympic Receiving Station, providing more power to West Los Angeles. Ms. Dietler is providing final reporting for the long term monitoring and QA/QC of the field data.

Veterans Administration Long Beach, Long Beach California, Veterans Administration. *Senior Project Manager.* Sara managed a long term monitoring project which also includes implementation of a Memorandum of Agreement, a Plan of Action, and Historic Properties Treatment plan for the mitigation of disturbance to a prehistoric site on the campus.

Long Beach Courthouse Project; Long Beach, California; Clark Construction. *Senior Project Archaeologist and Project Manager.* Sara directed the paleontological and archaeological monitoring for the construction of the New Long Beach

Courthouse. She supervised monitors inspecting excavations up to 25 feet in depth. Nine archaeological features were recovered. Sara completed an assessment of the artifacts and fossil localities in a technical report at the completion of the project.

Hellman Ranch Project, Orange County, California; John Laing Homes. Lab Director. Sara served as the lab director for the final monitoring phase of the project, cataloging and analyzing artifacts recovered from salvage monitoring and test units placed in relation to recovered intact burials. She conducted microscopic analysis of small items such as bone tools and shell and stone beads, directed lab assistants and oversaw special studies including the photo-documentation of the entire collection. Sara completed a section reporting on the results of the bead and ornament analysis in the final report, which was published as part of a technical series.

Hansen Dam Golf Course Water Recycling Project, Los Angeles, California, LADWP. Senior Archaeologist and Project Manager. Sara directed a Phase I historical assessment for the Hansen Dam Golf Course Water Recycling Project located in the San Fernando Valley, City of Los Angeles, California. The Project included the construction of an outdoor pumping station adjacent to the existing Hansen Tank located at the LADWP's VGS. In addition, a pipeline or distribution line was planned to be installed from the pumping station to the Hansen Dam Golf Course, along the Tujunga Wash. The Phase I study of this project included mitigation for the effects of the project on the portion of the golf course falling within the APE which was potentially sensitive for buried cultural resources as the result of a complex of world war II housing units place on the site between the 1940s and the 1960s. Conducted consultation with the USACOE regarding the project.

Elysian/USC Water Recycling Project IS/EA, Los Angeles, California; LADWP. Project Manager. Sara worked on the an Initial study/mitigated negative declaration and an environmental assessment/finding of no significant impact to construct recycled water pipelines for irrigation and other industrial uses serving customers in downtown Los Angeles, including Elysian Park. The US Environmental Protection Agency is the federal lead agency. She prepared two technical reports and a treatment plan for archaeological, historic and paleontological resources identified during the Phase I assessment.

San Gabriel Trench Grade Separation Environmental Compliance Services; San Gabriel, California; Alameda Corridor-East Construction Authority (ACE). Senior Archaeologist and Report Manager. Sara conducted bead analysis, lab supervision and served as contributing author to data recovery report. She oversaw preparation of a published monograph, which includes the analysis of the feature and artifact recovery from the San Gabriel Mission site, as well as a contextual history of the site and findings. Sara provided artifact analysis and co-authored the artifact chapter in the monograph.

Downtown Cesar Chavez Median Project, City of Los Angeles, California; LADPW, Bureau of Engineering. Project Manager. The project was a local assistance project requiring consultations with Caltrans cultural resources. Sara was responsible for Caltrans coordination, serving as contributing author and report manager for required ASR, HPSR, and HRER prepared for the project.

Transmission and Gas

Kern County Solar Energy Projects; Kern County, California; Recurrent Energy. Provided cultural resources, paleontological resources, and Native American monitoring services for five separate solar photovoltaic projects. The five projects include a total of 626 acres of previously undeveloped land in the eastern portion of the county. Ms. Dietler served as Project Manager for all five projects and Senior Archaeologist providing client coordination and oversight of paleontological monitoring and reporting.

SCE Master Services Agreement for Natural and Cultural Resources Services; Southern California; Southern California Edison. Provides project management and senior archaeological support for an on-call MSA with SCE for cultural and natural resources consulting services. This contract has included numerous surveys and monitoring projects for pole replacements and small- to mid-size reconducting projects, substation maintenance, and construction projects. Ms. Dietler has served as Project Manager for more than 25 projects under this contract. She is the go-to person for all water, gas, and power projects occurring in the City of Avalon on Santa Catalina Island. Ms. Dietler is responsible for oversight of archaeological and paleontological monitors, serving as report author and report manager.

Water

Hansen Dam Golf Course Water Recycling Project, Los Angeles, California, LADWP. Served as *Senior Archaeologist* and *Project Manager* directing a Phase I historical assessment for the Hansen Dam Golf Course Water Recycling Project located in the San Fernando Valley, City of Los Angeles, California. The Project included the construction of an outdoor pumping station adjacent to the existing Hansen Tank located at the LADWP's VGS. In addition, a pipeline or distribution line was planned to be installed from the pumping station to the Hansen Dam Golf Course, along the Tujunga Wash. The Phase I study of this project included mitigation for the effects of the project on the portion of the golf course falling within the APE which was potentially sensitive for buried cultural resources as the result of a complex of world war II housing units place on the site between the 1940s and the 1960s. Conducted consultation with the USACOE regarding the project.

Elysian/USC Water Recycling Project IS/EA, Los Angeles, California; LADWP. Ms. Dietler was the *Project Manager* for an Initial study/mitigated negative declaration and an environmental assessment/finding of no significant impact to construct recycled water pipelines for irrigation and other industrial uses serving customers in downtown Los Angeles, including Elysian Park. The US Environmental Protection Agency is the federal lead agency. Prepared two technical reports and a treatment plan for archaeological, historic and paleontological resources identified during the Phase I assessment.

State and Local

Topanga Library Project, Topanga Canyon, California, LACDPW. Served as *Project Manager*, supervising the archaeological monitoring effort and directed data recovery of findings. Construction included the installation waterlines along the roadway outside of the main project area. Monitoring resulted in the discovery

of materials associated with the recorded archaeological site CA-LAN-8. Prepared a Data Recovery Plan and Research Design to mitigate the disturbance to the known site during installation of a water main for the library project. Worked closely with the LACDPW to assist them in mitigating the effects of the project as well as coordinating with Caltrans who had oversight on the project. Resources were identified and evaluated for eligibility to the National Register of Historic Places.

San Gabriel Trench Grade Separation Environmental Compliance Services; San Gabriel, California; Alameda Corridor-East Construction Authority (ACE). *Senior Archaeologist and Report Manager.* Conducted bead analysis, lab supervision and served as contributing author to data recovery report. Oversaw preparation of a published monograph, which includes the analysis of the feature and artifact recovery from the San Gabriel Mission site, as well as a contextual history of the site and findings. Provided artifact analysis and co-authored the artifact chapter in the monograph.

Federal

Veterans Administration Long Beach, Long Beach California, Veterans Administration. *Senior Project Manager* for a long term monitoring project which also includes implementation of a Memorandum of Agreement, a Plan of Action, and Historic Properties Treatment plan for the mitigation of disturbance to a prehistoric site on the campus.

Long Beach Courthouse Project; Long Beach, California; Clark Construction. Served as *Senior Project Archaeologist and Project Manager* directing the paleontological and archaeological monitoring for the construction of the New Long Beach Courthouse. Supervised monitors inspecting excavations up to 25 feet in depth. Nine archaeological features were recovered Completed an assessment of the artifacts and fossil localities in a technical report at the completion of the project.

Land Development

Hellman Ranch Project, Orange County, California; John Laing Homes. Served as *Lab Director* for the final monitoring phase of the project, cataloging and analyzing artifacts recovered from salvage monitoring and test units placed in relation to recovered intact burials. Conducted microscopic analysis of small items such as bone tools and shell and stone beads. Directed lab assistants and oversaw special studies including the photo-documentation of the entire collection. Completed a section reporting on the results of the bead and ornament analysis in the final report, which was published as part of a technical series.

Sixth and Bixel Project, Los Angeles, California, Holland Partners. Served as *Project Manager* for a monitoring phase of the project for a mixed use development in downtown Los Angeles, which included the recovery of fossils including marine invertebrates, sharks, and a partial whale. Conducting coordination with the Los Angeles Natural History Museum regarding preparation and curation of the whale fossil.

Transportation

I-5 HOV Lanes Project, Orange County, California; Orange County Transportation Authority (OCTA). Cultural Resources Task Manager. Directed the OCTA I-5 HOV Lanes Project which involves improvements to Interstate 5 between SR-55 and SR-57 and included a Phase I study. Orange County Transportation Authority and Caltrans served as the overseeing agencies. Coordinated with planners, other resource managers and Caltrans. Completed analysis of existing conditions, conducted an archaeological survey and produced an Archaeological Survey Report following Caltrans guidelines.

Downtown Cesar Chavez Median Project, City of Los Angeles, California; LADPW, Bureau of Engineering. Project Manager. Project was a local assistance project requiring consultations with Caltrans cultural resources. Responsible for Caltrans coordination, serving as contributing author and report manager for required ASR, HPSR, and HRER prepared for the project.

Publications and Presentations

- 2015. Artifacts. In *Abundant Harvests: The Archaeology of Industry and Agriculture at San Gabriel Mission*. Dietler, John, Heather Gibson, and James M. Potter, eds. SWCA Anthropological Research Paper Number 11. SWCA Environmental Consultants. Pasadena, California.
- 2013. *To the West of the Mission: Artifacts and Mortuary Patterns of the 19th Century Los Angeles Plaza Cemetery*. Oral Presentation at the Society for California Archaeology Meeting, Honolulu, HI Session: California Mission Archaeology in the Los Angeles Area.
- 2012. *Not Dead but Gone Before: The Archaeology of Los Angeles City Cemetery*. AECOM Cultural Heritage Publication No. 4 (Author/Editor).
- 2008. *Digging Deep: Archival Research into the History of Los Angeles' City Cemetery*. Oral Presentation at the Society for American Archaeology Meeting, Vancouver, B.C., Canada and Society for California Archaeology Meeting, Ventura, California.
- 2007. *Beads and Ornaments, in Piecing Together the Prehistory of Landing Hill: A Place Remembered*. Chapter 15, EDAW Cultural Publications No. 3.
- 2006. *Bones, Beads and Bowls: Variation in Habitation and Ritual Contexts at Landing Hill*. Oral Presentation at the Society for California Archaeology Meeting, Ventura, California.
- 2000. *Protohistoric Burial Practices of the Gabrielino as Evidenced by the Comparison of Funerary Objects from Three Southern California Sites*. Proceedings of the Society for California Archaeology, Volume 13. Society for California Archaeology.



Fatima Clark

Archaeologist

EDUCATION

B.A., Anthropology,
California State
University, Fullerton

8 YEARS EXPERIENCE

PROFESSIONAL AFFILIATIONS

Society for California
Archaeology

SPECIALIZED TRAINING

Section 106 Webinar,
2016

Workshop: The Art and
Science of Flintknapping,
California Desert
Studies Center, 2013

Successful CEQA,
Compliance-Southern
California Edison,
Environmental Training,
2011

Cultural Resources
Protection under CEQA
and Other Legislative
Mandates, UCLA
Extension, 2010

PROFESSIONAL AFFILIATIONS

Society for California
Archaeology

Fatima Clark has eight years of hands-on archaeological experience and is practiced in project management and client and agency coordination. Her field experience is complimented by the course study and participation in numerous archaeological excavations in California, Arizona, and Peru. Fatima has written California Environmental Quality Act (CEQA)-level technical reports, Environmental Impact Report (EIR) sections, Initial Study sections, archaeological peer reviews, archaeological monitoring reports, and reports pursuant to Caltrans requirements. She is also experienced in performing archaeological testing, site recordation, laboratory analysis, pedestrian surveys, records searches through several California Historical Resources Information Systems-Information Centers, and monitoring for a wide variety of projects, including mixed-use, residential, and energy, water, and road infrastructure projects. In addition to her archaeology background, Fatima has been cross-trained in conducting paleontological surveys and monitoring and has co-authored and managed associated reports.

Relevant Experience

Archaeology

Uptown Newport Village Project, Newport Beach, CA. *Project Manager.* Fatima served as Project Manager and cross-trained archaeological/ paleontological monitor during construction activities at the project site. The project proposes to redevelop the project site into residential units, park space and underground parking garages. The project is currently ongoing with the identification of fossils, curation and eventually the preparation of a monitoring results report.

San Juan Medical Office Building, San Juan Capistrano, CA. *Archaeologist.* Fatima performed archaeological and paleontological monitoring and was in charge of preparing the final monitoring report. The project consisted of the development of a medical office building in San Juan Capistrano.

Henning Way Residential Subdivision, Anaheim, CA. *Archaeologist.* Fatima prepared Cultural Resources Initial Study Section to support the Mitigated Negative Declaration regarding the three-lot residential project.

Southern California Edison Archaeological Services/ Contingent Employee (2008-2013), Southern California, CA. Fatima worked at SCE as a full-time in-house consulting archaeologist in the Deteriorated Poles Program, GO 131-D Program and for the VSSP. Fatima was in charge of managing work sent to outside consultants for surveys and preparation of archaeological reports and coordinating with consultants and SCE staff. Fatima also conducted over 100 archaeological reviews, conducting records searches, field surveys, project coordination, report writing for projects subject to the rules and regulations of the California Public Utilities Commission (CPUC) and therefore follows CEQA-mandated requirements.

Among the larger projects in which Fatima was involved with was the VSSP. The VSSP had three alternative routes with a total of approximately 25 miles in length. The VSSP was conducted for the purpose of developing a Proponent's Environmental Assessment (PEA) for the CPUC's review. Fatima had the role of Project Manager for the VSSP, and her duties consisted of records searches, creating a Scope of Work, reviewing PEA bidders' proposals, assessing/developing study corridors, developing suitable access roads to avoid/minimize impact to archaeological sites, and project coordination with SCE team members for the entire project and outside consulting archaeologists.

La Costa Chevron Project, Encinitas, CA. *Project Manager.* Fatima is leading the archaeological services for the La Costa Chevron Project in Encinitas, which addressed Chevron-created erosion onto a Caltrans right-of-way. Due to the project site's location within a recognized archaeological site, Caltrans required an Extended Phase I (XPHI). Managing the company's role as a subcontractor to a larger engineering firm, she has coordinated with the prime consultant as well as the Native American groups in the area and served as the primary author of the XPHI. She has also been in charge of conducting archaeological testing at the prehistoric archaeological site and has served as the primary author of the testing report, an Environmentally Sensitive Area Action Plan and the Historic Resources Compliance Report.

I-10 Freeway/Pepper Avenue Interchange Project, Colton, CA. *Project Manager.* Fatima served as Project Manager for the I-10 Freeway/Pepper Avenue Interchange Project. The project involved the preparation of an Archaeological Survey Report in accordance with Caltrans guidelines for a bridge expansion along Pepper Avenue in Colton. In addition to the technical analysis she coordinated with the Prime Consultant, San Bernardino Associated Governments, and Caltrans' Environmental Unit.

Aidlin Property Residential Project, Los Angeles County, CA. *Archaeologist.* Fatima conducted the historical records searches through the California Historical Resources Information System (CHRIS), pedestrian survey, the preparation of the CEQA cultural resources assessment report, the preparation of an Environmental Impact Report (EIR) section, and the preparation of the Section 106 report. The proposed project consists of a residential development on an approximately 230 acres of land in an unincorporated area of Los Angeles County, California.

Shriners Hospital for Children Archaeological and Paleontological Monitoring, Pasadena, CA. *Project Manager.* Fatima served as Project Manager and cross-trained archaeological/paleontological monitor during construction activities at the project site. The project consisted of the construction of three-story medical building and subterranean parking garages for the Shriners Hospital for Children.

Ivy Station Mixed-Use Development Mitigated Negative Declaration (MND), Los Angeles/Culver City, CA. *Archaeologist.* Fatima conducted historical record searches through CHRIS, the field survey, and provided technical information and recommendations for the Initial Study to support an MND to address the proposed development of a stand-alone 5-story office building with ground-level retail. The project also included two interconnected 5 and 6 story buildings, including a 148-room boutique hotel and a 200-unit residential complex with amenities atop a podium.

750 North Edinborough Avenue Project MND, Los Angeles, CA. Archaeologist.

Fatima performed historical record searches through CHRIS, the field survey, and provided technical information and recommendations for the Initial Study to support an MND. The proposed project would remove extant uses on the project site, subdivide the parcel into eight lots, and develop on each lot a three-story single-family residence, two covered parking spaces, and private patio/yard areas.

City of Los Angeles, 3240 Wilshire Boulevard Project, Los Angeles, CA.

Archaeologist. Fatima conducted the historical record searches through CHRIS, the field survey, and provided technical information and recommendations in the form of a letter report and Initial Study Section to support an MND. The proposed project involved the conversion of the I. Magnin department store building (currently known as the Wilshire Galleria) into a hotel and the construction of a mid-rise apartment building, high-rise condominium tower and commercial space, in addition to the existing 138,500-square-foot I. Magnin building.

2nd & Vignes Development, Los Angeles, CA. Archaeologist. Fatima conducted through CHRIS, the field survey, and provided technical information and recommendations for the Initial Study to support an MND. The project proposes an adaptive reuse of the existing building to develop approximately 120,000 square feet of private event, retail, commercial office, restaurant, residential, and gym/spa uses. To increase interior floor area and maintain the building's footprint, the project would add four floors to the existing two-story building. The building's exterior walls and architectural features are anticipated to be largely retained and/or rehabilitated to reflect the building's original design. The building's interior would largely be demolished and adaptively redeveloped.

Isla Verde Residential Project, Moreno Valley, CA. Archaeologist. Fatima was in charge of conducting records searches, the pedestrian survey and the preparation of the CEQA report. The project proposed the construction of 142 residential units, a clubhouse and community pool in the City of Moreno Valley.

Frontier Chino Borba (17.7-Acre) Project, Chino, CA. Archaeologist. Fatima was in charge of conducting records searches, pedestrian survey and preparation of CEQA report, in order to support an addendum to the City of Chino's General Plan.

Frontier Chino (7.15-Acre) Project, Chino, CA. Archaeologist. Fatima was in charge of conducting records searches, the pedestrian survey and preparation of CEQA report, in order to support an addendum to the City of Chino's General Plan.

SunEdison Cascade Solar Energy Project, San Bernardino County, CA.

Archaeologist. Fatima performed the records search, Phase I pedestrian survey, Phase II testing, and monitoring for the SunEdison Cascade Solar Energy Project in the Sunfair Community of unincorporated San Bernardino County. Fatima excavated several Shovel Test Probes within a newly recorded archaeological site. As part of the Phase II field investigation, Fatima has also conducted lab analysis of lithic materials recovered at the archaeological site.

Cucamonga Creek Watershed Regional Water Quality Project, Chino, CA.

Archaeologist. Fatima performed the Phase II Testing for the Mill Creek Wetlands testing at site Ca-SBR-2845 in Chino.

Burbank Reservoir No. 1 Replacement Project, Burbank, CA. *Archaeologist.*

Fatima prepared Cultural Resources Initial Study Section to support the Mitigated Negative Declaration regarding the reservoir project.

Century Woods Residential Project, Los Angeles, CA. *Archaeologist.*

Fatima prepared Cultural Resources Initial Study Section to support the Mitigated Negative Declaration regarding the residential project in the Century City community of Los Angeles.

Badlands Landfill Stockpile Project, Riverside County, CA. *Archaeologist.*

Fatima conducted the pedestrian survey and wrote the Phase I Archaeological Resources Assessment in compliance with CEQA and the County of Riverside's General Plan. The Riverside County Waste Management Department (RCWMD) proposed to establish a new 48-acre soil stockpiling area (study area) on the Badlands Landfill site, located northeast of the City of Moreno Valley.

Paleontology

Orange County Great Park (Heritage Fields) Project, Irvine, CA. *Paleontological Monitor.*

Fatima performed paleontological monitoring for resources in contaminated soils at the project site on the former El Toro Marine Corps Air Station.

Highgrove Community Library Site, Riverside County, CA. *Paleontologist.*

Fatima performed a paleontological survey for the 7.5-acre Highgrove community library site in Riverside County.

Stephen S. Wise School Project, Los Angeles, CA. *Paleontological Monitor.*

Ms. Clark performed paleontological monitoring and fossil salvage at a proposed school site off of Mulholland that dated back to the Miocene era. As a part of the ESA team, Ms. Clark received hands on training in fossil identification of the *Etringus* species embedded in shale.

Lytle Creek North Water Quality Basin Relocation, San Bernardino County, CA. *Paleontological Monitor.*

Fatima performed construction monitoring for paleontological resources during the grading of three large basins for the installation of storm drains at the Lytle Creek North Water Quality Basin Relocation project site.

Academia

Fatima's knowledge in Cultural Resources Management is further complimented by her own academic research in Archaeology. In 2010, under the direction of Dr. Steven James (Assistant Professor of Archaeology at California State University Fullerton) she excavated a Shell Midden site located on the Rancho Palos Verdes Peninsula. Fatima has also gained valuable experience as a Museum Assistant in Histories while working at the Mission San Juan Capistrano. There she learned how to care for the preservation of historic artifacts by properly wrapping them and labeling them with conservation quality products. As part of her responsibilities, she also took part on the archaeological excavation along the perimeter of the Peregrine Chapel and the restoration of historic murals along the entrance to the Serra Chapel.



In addition to California Archaeology, Fatima has acquired experience in Southwestern Archaeology at the Honanki Pueblo Ruins in Arizona. This project included the excavation to reveal the buried walls of a cliff dwelling. Duties performed as part of this project included excavation, screening, photo taking, mapping and identification of artifacts and ecofacts.

The remainder of her overseas archaeological experience has been in Andean Archaeology. In Peru, she spent two field seasons excavating within the boundaries of a ceremonial plaza and at a cemetery within El Purgatorio Archaeological site in the Casma Valley. There she acquired experience conducting lab work and analyzing organic material and ceramics. Fatima has also worked as a lab assistant with Andean Archaeologist, Carol Mackey. Under Dr. Mackey's direction, Fatima learned how to construct typologies for ceramic vessels from different time periods dating back to the Chimú, Lambayeque and Inca style periods.

APPENDIX B

Sacred Lands File Search



626 Wilshire Boulevard
Suite 1100
Los Angeles, CA 90017
213.599.4300 phone
213.599.4301 fax

www.esassoc.com

May 19, 2017

Gayle Totton
Native American Heritage Commission
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
FAX- 916-373-5471

Subject: SLF Search Request for the 924 N. Spring Street College Station Project, Los Angeles, CA

Dear Ms. Totton:

Environmental Science Associates (ESA) is preparing an Environmental Impact Report (EIR) for the 924 N Spring Street (Project) The Project is located in the City of Los Angeles, within Los Angeles County. The Project would develop up to approximately 642,239 square feet of floor area (approximately 3:1 FAR) within six residential buildings above a two-level podium structure and spatially arranged around a central courtyard. The Project includes 770 dwelling units, including 355 studios, 360 one-bedroom units (including 10 townhomes), and 55 two-bedroom units, and up to approximately 51,390 square feet of retail, restaurant, and other commercial space. The largest of the three retail spaces (37,520 square feet) would front on College Street at the southern end of the Project site and is programmed for use as a market. The remaining two commercial areas would front on N. Spring Street and would be separated by a row of 10 two-story townhomes. The two commercial areas fronting on N. Spring Street are programmed for approximately 5,870 square feet of retail space and 8,000 square feet of restaurant space, and 3,000 square feet of restaurant space. Parking totaling 1,179 stalls would be accommodated within one-and-a-half levels of subterranean parking and two above-ground podium levels. A total of 899 ground-level bicycle spaces would also be provided.

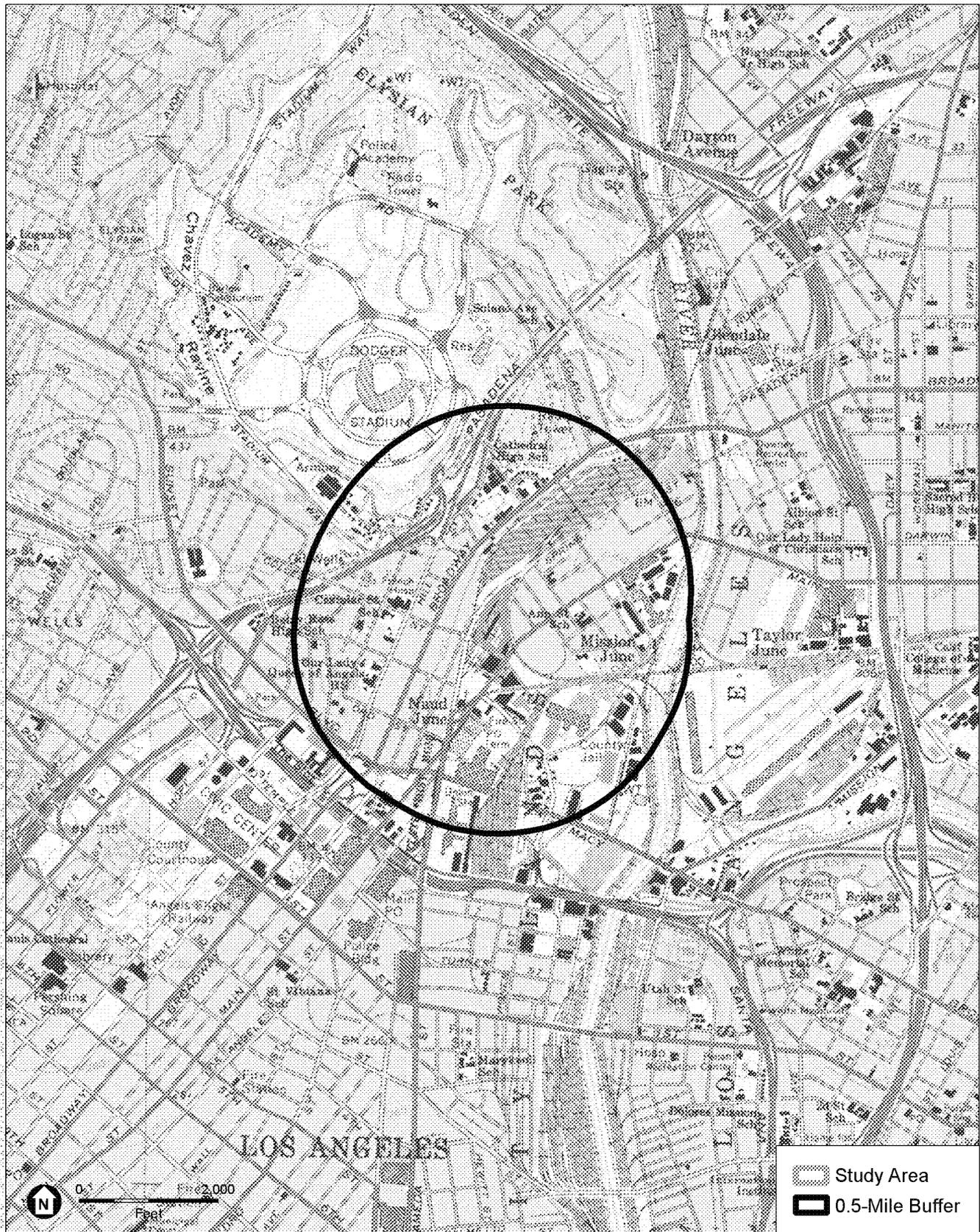
The enclosed map shows the Project area located in an unsectioned area of the Los Angeles USGS 7.5' Quadrangle, Township 1 South, Range 13 West

In an effort to provide an adequate appraisal of all potential impacts to cultural resources that may result from the proposed Project, ESA is requesting that a records search be conducted for sacred lands or traditional cultural properties that may exist within the Project area.

Thank you for your time and cooperation regarding this matter. To expedite the delivery of search results, please fax them to 213.599.4301. Please contact me at 323.246.6289 or vortiz@esassoc.com if you have any questions.

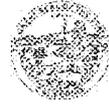
Sincerely,

Vanessa Ortiz, M.A., RPA
Cultural Resources



NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710



May 22, 2017

Vanessa Ortiz
ES Associates

Sent by Email: vortiz@esassoc.com

RE: Proposed 924 N. Spring Street College Station Project, City of Los Angeles; Los Angeles USGS Quadrangle, Los Angeles County, California

Dear Ms. Ortiz:

Attached is a list of tribes that have cultural and traditional affiliation to the areas of potential project effect (APE) referenced above. I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult, as may be required under particular state statutes. If a response has not been received within two weeks of notification, the Native American Heritage Commission (NAHC) requests that you follow-up with a telephone call to ensure that the project information has been received.

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* (SLF) was completed for the area of potential project effect (APE) for the above referenced project. Sites have been located within the APEs you provided that may be impacted by the project. Please immediately contact Gabrieleno Band of Mission Indians - Kizh Nation at (626) 926-4131 for more information about these sites.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Handwritten signature of Gayle Totton in cursive.

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.

Native American Heritage Commission
Native American Contact List
Los Angeles County
5/22/2017

**Gabrieleno Band of Mission
Indians - Kizh Nation**

Andrew Salas, Chairperson
P.O. Box 393
Covina, CA, 91723
Phone: (626) 926 - 4131
gabrielenoindians@yahoo.com
Gabrieleno

**Gabrieleno/Tongva San Gabriel
Band of Mission Indians**

Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626)286-1262
GTTribalcouncil@aol.com
Gabrieleno

Gabrielino /Tongva Nation

Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St.,
#231
Los Angeles, CA, 90012
Phone: (951)807-0479
sgoad@gabrielino-tongva.com
Gabrielino

**Gabrielino Tongva Indians of
California Tribal Council**

Robert Dorame, Chairperson
P.O. Box 490
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com
Gabrielino

Gabrielino-Tongva Tribe

Linda Candelaria, Co-Chairperson
23453 Vanowen Street
West Hills, CA, 91307
Phone: (626) 676 - 1184
palmsprings9@yahoo.com
Gabrielino

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 924 N. Spring Street College Station Project, Los Angeles County.

APPENDIX C

AB 52 Consultation Log

AB 52 Consultation - College Station Project ENV-2012-2055-EIR

AB 52 Letter Date Issued	Recipient	Tribal Response	Consultation Initiated by City	Notes	Consultation Concluded by City	Resolution
June 7, 2016	Gabrieleno Band of Mission Indians - Kizh Nation, Andrew Salas	July 11, 2016 - letter received by email	March 23, 2017 and April 10, 2017 by phone	On the first call Andy mentioned that the project site is located near the Zanja Madre, and is near commerce routes and is in a highly sensitive cultural area. We discussed that the tribe should provide substantial evidence to the City to support this claim, specifically, the tribe providing maps. See corresponding email consultation verification email. On the second call we let Andy know that the information provided after the original call did not provide substantial evidence that tribal resources are located on the project site. He provided additional maps/images for the record.	Will wait for analysis in Tribal Resources Section and Cultural Resources Report prior to concluding consultation.	City is currently preparing a Cultural Resources Report and will include a Tribal Resources Section in the DEIR
June 7, 2016	Gabriel Band of Mission Indians, Anthony Morales	None				
June 7, 2016	Fernandeno Tataviarn Band of Mission Indians, Caitlin B. Gulley	June 30, 2017 - letter received by email	After multiple attempts by City staff to schedule phone consultation, tribal representative emailed City on June 1, 2017 stating that the tribe no longer wishes to engage in consultation.		Letter will be mailed out on June 5, 2017.	
June 7, 2016	San Fernando Band of Mission Indians, John Valenzuela	None				

June 7, 2016	Luiseno Indians, Joseph Ontiveros	None				
June 7, 2016	Tribe, Linda Candalaria	None				
June 7, 2016	Torres Martinez Desert Cahuilla Indians, Michael Mirelez	None				
June 7, 2016	Gabrielino Tongva Indians of California Tribal Council, Robert F. Dorame	June 21, 2016 - Confidential letter received by email	April 12, 2017 by phone	Robert mentioned that his family lived near the project site and that the Zanja is known to be located to the east and west of the site. I asked him to provide additional information such as maps/images for the record that could be used to determine substantial evidence of tribal resources. He submitted additional information via email and requested that information provided to the City remain confidential.	Will wait for analysis in Tribal Resources Section and Cultural Resources Report prior to concluding consultation.	City is currently preparing a Cultural Resources Report and will include a Tribal Resources Section in the DEIR
June 7, 2016	Nation, Dunlap	Sam None				
June 7, 2016	Nation, Sandonne Goad	None				

From: Bill Haller <billhaller1@gmail.com>
Sent: 12/17/2022 8:23:46 PM
To: LAART@metro.net
Subject: SUPPORT: LAART Project

Dear Cory,

Hooray! Let's get this done!

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

Kind regards,

Bill Haller
6551 Densmore Avenue
Lake Balboa, CA 91406

P141-1

From: Justin Carrus <carrus.justin@gmail.com>
Sent: 12/17/2022 12:05:11 AM
To: LAART@metro.net
Subject: Public Comment on LAART

To whom it may concern,

I'm a 90012 resident and have been following this project for the past several months. I attended the event at Union Station and spent over an hour discussing the results of the EIR and project at large with the hosts. After some more research and reflection, I would like to voice some concerns for the project.

P142-1

My primary concern is simply about understanding how the project is financed. At the Union Station event I was told that the project will be entirely financed by an external benefactor who will only donate the funds for this project in particular (as opposed to sponsoring other projects). Furthermore that the benefactor would pay for ongoing maintenance and that the cost to users would be the same as the rest of the Metro system.

P142-2

To me, this seems unlikely to be true (and if true, seems unlikely to work in reality unless there is some kind of endowment created for the ongoing financing of this project), and I'm unable to find confirmation in any legally binding way that this is the case. If you are able to provide authoritative information about this, please include it in your response.

My second concern is about the choice of gondola over other alternatives. As far as I can tell, no other alternatives have been considered as this was an "unsolicited proposal". I feel as though the due-diligence for this project has not been done. It seems this project is a solution looking for a problem rather than an optimal plan. I am not able to support a project that assumes that the first solution considered is the best solution.

P142-3

My final concern is that the ART project doesn't address the largest issue with Dodger Stadium: that the venue itself is disconnected from the surrounding urban fabric by its own parking lots. Great urban ballparks (and venues) are connected to the surrounding neighborhoods in a way that allows patrons to arrive early, enjoy food and drink before the event, walk to the park, enjoy the event, and linger after. I would much prefer this project to omit the gondola (which seems very high-risk for the expected value of moving 5k pp/hr) and instead focus on improving the walkability of Vin Scully Ave. and creating connections to the park from Chinatown. Patrons already park in the surrounding area and walk to the park, so the distance is not too great. The Chinatown L Line stop is geographically very close to the park, and the LA Historic Park regularly hosts events with >10k attendees, even without the direct highway access that Dodger Stadium has. Transit options already exist to get to Chinatown and Echo Park from many places in the city and the last-mile improvements would be much more beneficial to the area than a gondola.

P142-4

I appreciate you taking the time to solicit and read these responses. If I am misinformed, please send any relevant information along.

P142-5

Best,
Justin Carrus

From: Nidhi Nikhanj <nnikhanj@yahoo.ca>
Sent: 12/18/2022 7:52:52 AM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,

Nidhi Nikhanj, MD

Sent from my iPhone

P143-1

From: Jasvinder Bawa <bawa.jasvinder@gmail.com>
Sent: 12/18/2022 4:30:16 AM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Jas

P144-1

From: Ralph Levinson <ralphdlevinson@gmail.com>
Sent: 12/18/2022 4:19:31 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

What a win-win! Jobs, fight pollution, save fans gas, and help climate change. And fun!

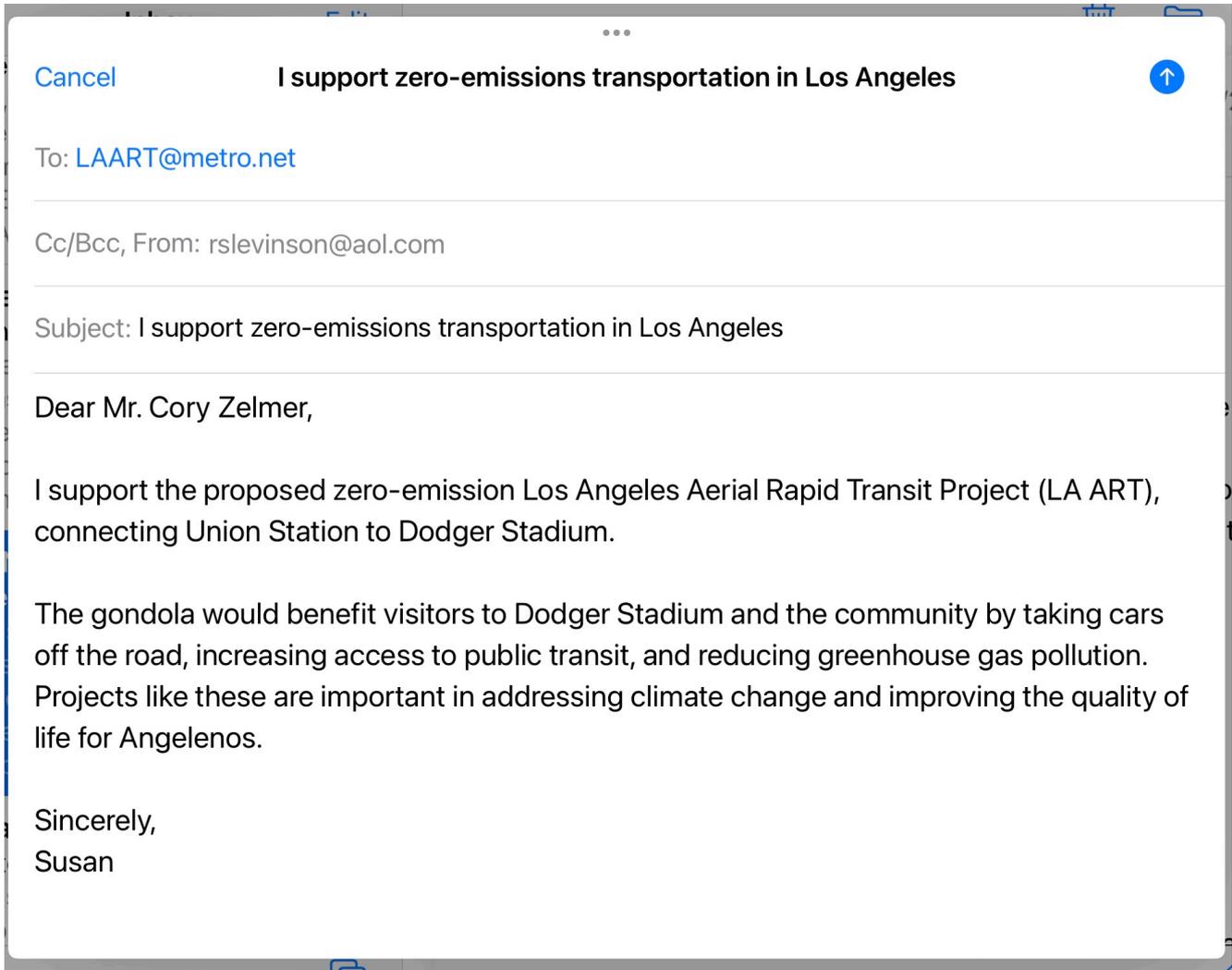
Sincerely,

Ralph Levinson, M.D.

Professor Emeritus Health Sciences Professor, UCLA

P145-1

From: Susan Levinson <rslevinson@aol.com>
Sent: 12/18/2022 4:26:49 PM
To: "Laart@metro.net" <Laart@metro.net>
Subject: Zero emissions in LA



P146-1

From: Brenda Nuyen <bnuyen@gmail.com>
Sent: 12/19/2022 5:40:20 PM
To: laart@metro.net
Subject: Zero emissions gondola

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Brenda Nuyen

P147-1

From: Dylan Sittig <dsssd91@gmail.com>
Sent: 12/20/2022 1:03:02 AM
To: LAART@metro.net
Subject: Public Comment on LAART DEIR

Mr. Cory Zelmer
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

Hello Mr. Cory Zelmer,

I am writing to express my concern about the LAART project and the environmental impacts that it will have on the community and the City.

While the Environmental Impact Report (EIR) brings to light certain impacts of the project on the environment, the simple fact is that the negative impacts of this project go beyond the scope of an EIR and California Environmental Quality Act review (public funding, privacy concerns, etc.). The EIR lays out the potential for significant and unavoidable impacts and relies on questionable mitigation measures to attempt to address significant impacts.

P148-1

There is no way that the undefined potential benefits of this program would possibly outweigh the clear and obvious negative environmental and societal impacts associated with the construction and operation of the Project. I urge you to halt this program as soon as possible.

P148-2

The Project is not community serving and does nothing to enhance mobility for existing Chinatown residents. Ample public transit service between Union Station and Chinatown already exists in the form of numerous Metro Buses, multiple DASH buses, the Gold / L Line, and it is a very short walk. In no instance will the non-game day head ways be more efficient than many of these other pre-existing transit options.

P148-3

There will be negative impacts to the efforts to increase the Union Station Alameda forecourt. Having an obtrusive tram station will detract from the pedestrian realm and is antithetical to the type of street activation that is desired near Olvera Street and along Alameda Street.

P148-4

Additional exploration of the Transportation Systems Management Alternative should be further explored. The project objectives were too narrowly defined in a way that doesn't truly serve the needs of the people of the City of Los Angeles, or the residents of Chinatown.

P148-5

If the project does somehow move forward, Design Option E should be required in order to create at least some public benefit in the form of the bridge to the State Historic Park from Broadway.

P148-6

Sincerely,
Dylan Sittig
Chinatown Resident

From: Daniel Liu <iyuzhu@gmail.com>
Sent: 12/19/2022 7:01:46 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Daniel Liu

--
Daniel Y. Liu
908.279.3269
iyuzhu@gmail.com

P149-1

From: Amy Hammond <amy.stevens.hammond@gmail.com>
Sent: 12/19/2022 6:13:36 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Amy Hammond

P150-1

From: jodi sklauer <jodisklauer@icloud.com>
Sent: 12/19/2022 2:56:41 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Jodi Sklauer

Jodi Sklauer, M.S., CCC-SLP
Speech-Language Pathologist
305-360-9999

P151-1

From: "Carolyn Weyant" <dodgerbluebabe@roadrunner.com>
Sent: 12/20/2022 11:55:43 PM
To: <LAART@metro.net>
Subject: Stop the Gondola

To Whom It May Concern:

You need to think back to the McCourts' involvement with the L.A. Dodgers and how history will most likely repeat itself. The Dodger fans in all of L.A. County - and there are millions of us - will not contribute one penny to this person's ownership in such a project. Here are a few reasons why .

..

Frank McCourt not only mishandled the finances of the Dodgers, he turned the beloved franchise into the laughing stock of the sports world. Seemingly small things such as parking around the stadium became frustrating once McCourt took over the team.

He drove the once-proud franchise into the ground after years of mismanaging the team's funds, refusing to spend on key player acquisitions through free agency and trades, refusing to invest in international scouting, and tanking the farm system. He did manage to hijack the franchise to make himself filthy rich.

So was he a disaster as an owner? Absolutely. But when you consider that he financed 100% of the \$430 million he needed to complete the purchase of the team in 2004, plunged the franchise into bankruptcy by 2011, and somehow walked away with almost \$1 billion in his pocket, you can't help but admit that McCourt, is as the very least, a savvy businessman who's shrewd tactics made him an extremely wealthy man even if it meant tarnishing the Dodgers iconic brand every step of the way.

Do yourselves a favor and keep this crook out of any money-making venture which will only hurt the people and city and county of Los Angeles.

Regards,

Carolyn Weyant

Torrance, CA

310-371-2942

"Until one has loved an animal, one's soul is not awakened."

P152-1

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjìng yǐngxiǎng bàogào cǎo'àn tíchū yìxià yìjiàn:

THIS PROJECT TO BUILD A GONDOLA WILL NOT DO ANYTHING TO HELP THE CHINATOWN COMMUNITY. IT WILL DO MORE HARM TO THE COMMUNITY BY ERASING CHINESE CULTURE. IT WILL FURTHER GENTRIFY CHINATOWN AND BRING MORE UNWANTED TRAFFIC INTO OUR NEIGHBORHOOD; RESIDENTS AND BUSINESS OWNERS ALREADY HA A HARD TIME FINDING PARKING. IT WILL ENVIRONMENTALLY IMPACT HABITATS SUCH AS SOLANO CANYON AND THE LA. RIVER WHILE ALSO DISPLACE CHINATOWN RESIDENTS. THE HISTORY OF DODGER STADIUM HAS ALWAYS DISPLACED LOW INCOME AND WORKING CLASS FAMILIES; THREE COMMUNITIES IN CHAVEZ RAVIN HAVE BEEN ERASED AND DESTROYED FROM LOS ANGELES' HISTORY LA LOMA, PALO VERDE, AND BISHOP. WE WANT TO THAT HAPPEN TO CHINATOWN AS WELL! MY FAMILY HAS BEEN LIVING IN THIS COMMUNITY FOR OVER 20 YEARS AND SO MUCH HAS BEEN DESTROYED AND BIG DEVELOPMENT COMPANIES HAVE COME IN AND CHANGED THE LANDSCAPE OF CHINATOWN FOR THEIR OWN PROFIT WITHOUT GIVING BACK TO THE COMMUNITY AT LARGE. WE WANT TO

P153
-1
P153
-2
P153
-3
P153
-4
P153
-5
P153
-6
P153
-7

Date: 12/07/20 Name: ARON RIT MEY
 Signed: ARON MEY
 Fecha: _____ Nombre: _____
 Firmado: _____
 日期: _____ 姓名: _____
 签: _____
 Rìqí: _____ Xìngmíng: _____

MONEY THAT WILL BE SPENT ON THIS GONDOLA TO BE PUT INTO IMPROVING LOS ANGELES' TRANSPORTATION SYSTEM AND STREET, ROAD, AND PARKING INFRASTRUCTURE INSTEAD.

Fold Along The Dotted Line



Cory Zelmer
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

90012-374602



Fold Along The Dotted Line

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

在民居屋顶上建缆车，令居民惊恐，
 时刻怕有什么意外发生。谁提议建
 缆车在中国城~~的~~？不如~~把~~把缆车
 建到他们的屋顶上，看有没有意见。
 本人强烈反对在中国城建缆车。

P154-1

P154-2

Translation:

Building a gondola over private houses makes residents afraid, always worried that accidents may happen. Who suggested building a gondola in Chinatown?

It would be better to build the gondola above their roofs and see if they have objections. I strongly oppose building a gondola in Chinatown.

Date: _____ Name: _____

Signed: _____

Fecha: _____ Nombre: _____

Firmado: _____

日期：12-9-22 姓名：Yue Heo Kuang

签：_____

Riqí: _____ Xingmíng: _____

Fold Along The Dotted Line

LOS ANGELES CA 900

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HAPPY HOLIDAYS

99-22-6

Cory Zelmer
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

90012-374602



Fold Along The Dotted Line

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

Translation:

I strongly support the LA Aerial Rapid Transit project as this project will be able to solve traffic jams in Chinatown, make our business thrive, and clean up the environment. Elite Salon..

大力支持洛杉磯空中快速交通
項目，因為這個項目可以解決中
國城的交通堵塞，使我們的商業
的生意更加興旺，又可以美化環
境。

P155-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 HZ, LU ZHANG HZ, Liu Zhang

Date | Fecha | 日期 12/7/2022

Organization | Organización | 公司名稱 雅子美发屋 Elite Salon

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 625 W College 108

City | Ciudad | 城市 LA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

全園力支持唐人街空中快速交通
建成 做福光旺唐人街

P156-1

Translation:

I fully support building Aerial Rapid Transit in Chinatown. It will benefit Chinatown and help it prosper.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Quang jin bo

Date | Fecha | 日期 12/07/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 3425 LIFOR AVE

City | Ciudad | 城市 L.A

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

大力支持 同意

P157-1

Translation:

I strongly support it. Agree. California.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 George Liu

Date | Fecha | 日期 12/07/2022

Organization | Organización | 公司名稱 Panda Massage

Email | Correo electrónico | 電子郵件 ~~90012~~

Address | Dirección | 地址 685 N Spring St #C

City | Ciudad | 城市 Los Angeles

State | Estado | 州 加州 Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

大力支持洛杉磯空中快速交通項目

P158-1

Translation:

I strongly support the LA Aerial Rapid Transit project. Elite Salon.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Sher Yuek, Tan Sher Yuek, Tan

Date | Fecha | 日期 12/7/2022

Organization | Organización | 公司名稱 雅好美發展 Elite Salon

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 625 W college Ave 108

City | Ciudad | 城市 LA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

大力支持洛杉磯空中快速交通項目

P159-1

Translation:

I strongly support the LA Aerial Rapid Transit project. Elite Salon.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Huang Jing

Date | Fecha | 日期 12/07/22

Organization | Organización | 公司名稱 雅石美髮屋 Elite Hair Stylists

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 3625 Lifer AVE

City | Ciudad | 城市 L.A

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90032

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

大力支持空中快速交通
吳旺 China

P160-1

Translation:

I strongly support the Aerial Rapid Transit project. It will help (China) prosper. Los Angeles, California.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 QING HANG

Date | Fecha | 日期 12/7/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 900 BLOSSOM PLAZA

City | Ciudad | 城市 LA 洛杉磯

State | Estado | 州 加州 Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

大力支持空中快速交通
兴旺发达 China

P161-1

Translation:

I strongly support the Aerial Rapid Transit project. It will help (China) prosper.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Ruo HU

Date | Fecha | 日期 12/7/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 900 BLOSSOM PLAZA

City | Ciudad | 城市 LA

State | Estado | 州 Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

支持纜車對唐人街居民
和遊客幫助。

P162-1

Translation:

Support the gondola. It will serve residents and travelers of Chinatown.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Gina Qui Juan. Lu

Date | Fecha | 日期 2/17 2022

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 _____

City | Ciudad | 城市 _____

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

中國人：

支持纜車對唐人街
有幫助。

P163-1

Translation:

Chinese: Support the gondola. It will serve residents and travelers of Chinatown. Yuling Li.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名

Yuling Li

Date | Fecha | 日期

12-7-2022

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址

City | Ciudad | 城市

State | Estado | 州

Zip | Código postal | 郵政編碼

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

支持纜車，方便市民。

P164-1

Translation:

Support the gondola. It will be convenient for citizens. Yi Yang.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 楊 毅 Yang, Yi

Date | Fecha | 日期

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址

City | Ciudad | 城市

State | Estado | 州 Zip | Código postal | 郵政編碼

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

支持纜車，對唐人街有幫助。

洛杉磯居民

P165-1

Translation:

Support the gondola. It will be helpful to Chinatown. An LA citizen.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Wei Xiong Liu

Date | Fecha | 日期 12/7/2022

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 _____

City | Ciudad | 城市 _____

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

支持纜車開通，有幫助交通環保
 是一個非常好主意，希望盡快開通。

P166-1

Translation:

I support launching the gondola. It will help traffic and environmental protection. This is a great idea. I hope it can be launched soon. Hill Street Hair Salon.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 RUI FANG FENG

Date | Fecha | 日期 11-7-2022

Organization | Organización | 公司名稱 曉街髮廊 "Xiao Jie" Hair Salon

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 404 Ord St.

City | Ciudad | 城市 Los Angeles CA 9

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | **意見**

洛杉磯首先建造纜車是好主意，非常支持
希望儘快建成。幫助交通暢通，又有幫助
地球的空气，因為是用电，零排放。

P167-1

Translation:

It is a good idea for LA to pioneer the construction of a gondola. I greatly support it. I hope it can be built soon. It will help keep traffic smooth, while improving the air quality on earth, since the gondola is powered by electricity and there will be no emissions.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 GUOHUI LI

Date | Fecha | 日期 11-7-2022

Organization | Organización | 公司名稱 HUI ZHEN HAIR SALON

Email | Correo electrónico | 電子郵件 jonny.guohui@hotmail.com

Address | Dirección | 地址 404 Ord St. Los Angeles CA 90012

City | Ciudad | 城市 _____

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

支持空中快速交通

P168-1

Translation:

Support Aerial Rapid Transit. Junyue Liang.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 梁君岳 Junyue, Liang

Date | Fecha | 日期 12-7-22

Organization | Organización | 公司名稱 889-fts

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 311 otol

City | Ciudad | 城市 LA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

支持空中快速交通

P169-1

Translation:

Support Aerial Rapid Transit.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Annie Ma

Date | Fecha | 日期 12-7-22

Organization | Organización | 公司名稱 88 gifts

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 311 Oad LA CA 90012

City | Ciudad | 城市 LA

State | Estado | 州 Zip | Código postal | 郵政編碼

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

This will benefit the communities in the Area

Great choice

P170-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Jose Silva

Date | Fecha | 日期 12-7-22

Organization | Organización | 公司名稱 Dodger Fan

Email | Correo electrónico | 電子郵件 jose458brenda59@gmail.com

Address | Dirección | 地址 460 So Arizona Ave

City | Ciudad | 城市 Los Angeles Ca

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

I Love this Project. I Hope it can start
As soon as possible!

P171-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 KLET TSAN

Date | Fecha | 日期 11-7-2022

Organization | Organización | 公司名稱 MP Seng Ng Malone Co.

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 104 N. Broadway

City | Ciudad | 城市 LA

State | Estado | 州 CA

Zip | Código postal | 郵政編碼 90072

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

It's a good thing for the fans and not all have cars to get there and not all have cars to get there.

P172-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Alex Diaz

Date | Fecha | 日期 12-09-2021

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 216 Leroy Apt 198

City | Ciudad | 城市 LA 90012

State | Estado | 州 Ca. Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

Me parece buen proyecto menos tráfico
me gusta por mas semáforos y mas seguridad

P173-1

Translation:

For me, it looks like a good project, less traffic, I like it because there are more traffic lights and more safety.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Elena

Date | Fecha | 日期 9-12-2022

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 234 Bloom St ^{Apt} 307

City | Ciudad | 城市 LA CA

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | **意見**

me parece un prolecto muy importante
 Para un Futuro quizá para nosotros
 no pero para nuestros hijos lo veo muy
 Bien

P174-1

Translation:

For me, it looks like a very important project, maybe for the future but not for us; however, I think it is good for our children.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Mania Baeza

Date | Fecha | 日期 9-12-2022

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 230 Bloom St 308 ^{APT}

City | Ciudad | 城市 LA CA

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

I Support the general idea of the project

P175-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Charlie Lynn

Date | Fecha | 日期 _____

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 china666.29@gmail.com

Address | Dirección | 地址 1316m Main St LA

City | Ciudad | 城市 LA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

A me gusta el Proyecto
es mas comodo por que haci
no se mucho trafico
a mi me a pasado que cuando hay
juego he llegado tarde al Trabajo,

P176-1

Translation:

I like the project. It is more convenient because there won't be a lot of traffic.

It has happened that when a game is played, I have arrived late to work.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Wences Sanchez

Date | Fecha | 日期 12-9-22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 338 Bloomer St Apt 407 L.A CA 90012

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

me gusto toda la informacion
por que no sabia nada de este proyecto

P177-1

Translation:

I liked all the information because I didn't know anything about this project.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Isabel Dimas

Date | Fecha | 日期 12/9/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 250 Bloom ST #330 LACA 90012

City | Ciudad | 城市 _____

State | Estado | 州 Los Angeles Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | **意見**

interesante la informacion
 me gustaria mas informacion

P178-1

Translation:

The information is interesting.

I would like to have more information.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Araceli Morales

Date | Fecha | 日期 12-9-22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 248 Bloom St Apt 329

City | Ciudad | 城市 L.A ~~CA~~

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

GREAT IDEA TO BRING LOS ANGELES INTO THE FUTURE, WHILE BOOSTING THE ECONOMY AND SPREADING DIVERSITY TO CONNECT OUR NATION AND ITS PEOPLE.

P179-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 DISRAELI BUTLER

Date | Fecha | 日期 12/9/2022

Organization | Organización | 公司名稱 WILLIAM MEAD

Email | Correo electrónico | 電子郵件 DISRAELI.BUTLER@YAHOO.COM

Address | Dirección | 地址 320 BLOOM UNIT #250

City | Ciudad | 城市 LOS ANGELES

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

YO CREO QUE ESTE PROYECTO ES MUY IMPORTANTE
 CREO QUE ES BUENO PARA LA COMUNIDAD
 SOBRE TODO PARA LA JUVENTUD QUE TENGAN OTRA
 EXPERIENCIA FUERA DEL PROYECTO

P180-1

Translation:

I think that this project is very important. I think that it is good for the community, especially for the youth, so they can experience something else outside the project.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 MARIA ALVAREZ

Date | Fecha | 日期 12-9-2022

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 333E. ANN ST # 382

City | Ciudad | 城市 LA CA 90012

State | Estado | 州 CALIF Zip | Código postal | 郵政編碼 _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | **意見**

How long will construction be? what jobs come from this project?

P181-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** *Love Chan*

Date | Fecha | **日期** *12.9.22*

Organization | Organización | **公司名稱**

Email | Correo electrónico | **電子郵件**

Address | Dirección | **地址**

City | Ciudad | **城市** *Los Angeles*

State | Estado | **州** *CA* Zip | Código postal | **郵政編碼**

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

me gusta el proyecto es una buena idea es un buen beneficio para la comunidad y para la juventud del mañana

P182-1

Translation:

I like the project, it is a good idea. It is beneficial to the community and to youth in the future.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Amparo Cabrera

Date | Fecha | 日期 12-9-2022

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 305 E. Ann St #378

City | Ciudad | 城市 LA.

State | Estado | 州 CA. Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

YO ESTOY DE ACUERDO CON ESTE PROYECTO DE LAS GONDOLAS PORQUE ES UN VENTAJA PARA LA COMUNIDAD Y PARA LA JUVENTUD DEL FUTURO Y AL MISMO TIEMPO SON MEJORAS PARA LA CIUDAD

P183-1

Translation:

I agree with this Gondola Project because it is beneficial to the community and to youth in the future, while bringing improvements to the city.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 SOCORRO LUGO

Date | Fecha | 日期 12-9-2022

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 300 E. BLOOM ST #399

City | Ciudad | 城市 LA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

I Like your plans About
Development about communication
and landscape

P184-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 LAN JO

Date | Fecha | 日期 12-9-22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 211 Bloom St.

City | Ciudad | 城市 LOS ANGELES

State | Estado | 州 CALIFORNIA Zip | Código postal | 郵政編碼 _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

esta bueno el proyecto EIR Si ba a ser gratis y que pongan mas luces para el parque me gusta para mejorar la Comunidad

P185-1

Translation:

The project is good if it will be free and more lights are put in the park. I like it as an improvement in the community.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Sandra Seduco

Date | Fecha | 日期 12-9-22

Organization | Organización | 公司名稱 Residente de William Mead

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 224 E Leroy St #196

City | Ciudad | 城市 Los Angeles CA. 90012

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

amí si me gusta el proyecto para los demas pero yo no me subiria

P186-1

Translation:

I like this project for everybody else, but I would not ride in it.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Marta Prieto

Date | Fecha | 日期 12/9/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 1310 N. Magdalena St #342

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CALIF Zip | Código postal | 郵政編碼 90012

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

The project is Adorable,
Especially It could Attract Tourists
FOR OUR Business In Qwa toon

P187-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 kin TSAN

Date | Fecha | 日期 12-07-22

Organization | Organización | 公司名稱 MP FINE

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 1011 N Broadway

City | Ciudad | 城市 LA CA

State | Estado | 州 90012 Zip | Código postal | 郵政編碼 _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

I try to use the Gold Line whenever I come into the Downtown of Los Angeles when I come to see a Dodger Game, we have to use the Bus to get to the Stadium. Which may take 20-40 mins depending on the same day & time.

The Gondola Project would lower time to and from the station to the Stadium.

P188-1

When I drive into the Stadium it takes approx. 20-30 min to get in and another 10-20 min to find parking.

Let's not even talk about 1 hour - 2 hours to just leave the Stadium.

The Gondola Project is a blessing for this 74 yr old man!

Thank you for the opportunity to express my gratitude & appreciation.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Edward Elias

Date | Fecha | 日期 12/7/22 Wednesday

Organization | Organización | 公司名稱 Dodger Fan

Email | Correo electrónico | 電子郵件 ejelias48@gmail.com

Address | Dirección | 地址 2943 Foss Ave

City | Ciudad | 城市 Arcadia

State | Estado | 州 California

Zip | Código postal | 郵政編碼

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

- I like what the gondola brings and want it to improve and connect my city
- I think it would be good to experience the city and bring in more tourism.

P189-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Edgar Ramus

Date | Fecha | 日期 12/7/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 ramus.edgar7@gmail.com

Address | Dirección | 地址 1044 Lagoon Ave

City | Ciudad | 城市 Wilmington

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90744

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

Me encanta la idea para
mi y mi familia estoy ansiosa
por subirme a una de esas
Gondolas!

Deco mi si

P190-1

Translation:

I love the idea for my family and me, I am looking forward to riding one of those gondolas! I say
"yes."

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Wendy Ortiz

Date | Fecha | 日期 12-7-22

Organization | Organización | 公司名稱 Nacho's Beauty Salon

Email | Correo electrónico | 電子郵件 Wendyortiz5482@gmail.com

Address | Dirección | 地址 14763 Blackhawk St

City | Ciudad | 城市 Mission Hills

State | Estado | 州 CA Zip | Código postal | 郵政編碼 91345

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | **意見**

Nazario Arreola Fregozo 323501765

Creo que es una idea muy interesante y creo que cosas como estas benefician la comunidad

P191-1

Translation:

Nazario Arreola Fregozo 323501765

I think that it is a very interesting idea and that things like this benefit the community.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Nazario Arreola

Date | Fecha | 日期 _____

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 Nacho's Beauty Salon

Address | Dirección | 地址 2421 Daly St Los

City | Ciudad | 城市 Angeles Ca. 90031

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90031

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

No ME GUSTA.
Tengo miedo a subirme a esa cosa.

P192-1

Translation:

I don't like it.

I am afraid of riding that thing.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 MARIANA V. GOMEZ

Date | Fecha | 日期 12/09/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 1307 CARDINAL ST

City | Ciudad | 城市 L.A. CA. 90012

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

Concern: what would happen if a power outage occurs due to weather conditions?
what would be the worst case scenario.

P193-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Karina

Date | Fecha | 日期 12/07/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 karina.900422@gmail.com

Address | Dirección | 地址 201 S. Avu 56

City | Ciudad | 城市 LA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90042

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

* Good for environmental purposes.

* ~~Why built up instead of underground.~~

* It will eliminate traffic.

Can you ride while under the influence?

Is there any security measures to ensure public safety?

P194-1

P194-2

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Gustavo Gonzalez

Date | Fecha | 日期 12-07-22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 5059 meridian st.

City | Ciudad | 城市 VA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90011

From: Taylor Nichols <taylor.s.nichols@gmail.com>
Sent: 12/22/2022 8:05:22 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,

Taylor Nichols, MD

P195-1

From: Mitchell Mom <msm927@gmail.com>
Sent: 12/23/2022 3:42:28 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Mitchell Mom

P196-1

From: Francis Hayes <francishayes88@gmail.com>
Sent: 12/29/2022 4:36:19 AM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer, I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos. Sincerely,

P197-1

Frank Hayes

Sent from my iPhone

From: Jennifer Cuevas <info@email.actionnetwork.org>
Sent: 12/30/2022, 7:56 PM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

Mr. Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I am a resident of CD1, work in the community, and am greatly concerned about the Gondola development that will negatively impact the neighborhood and set a precedent in the wrong direction for future developments, violating civil liberties and privacy. f

P198-1

I am concerned about this project for the following reasons:

Built Environment:

- The Gondola Project's enormous towers will cause aesthetic impacts in my community. I am concerned that the towers will obstruct views, and that the gondola cars will be used for advertising and electronic billboards.

P198-2

Traffic:

- The Gondola Project's displacement of traffic onto the surrounding neighborhoods will worsen air quality impacts from tailpipe emissions in an already overburdened community. The Gondola Project's will increase traffic around Chinatown and Union Station.
- This project is designed to displace traffic from Dodger Stadium and push it onto the surrounding communities. The existing traffic conditions are already difficult because of stadium events, nearby County park competing events, everyday commuters and this project will make it worse.
- Historic and Cultural Resources:

P198-3

P198-4

The Gondola Project will impact historic and cultural resources such as the Los Angeles State Historic Park, historic Union Station, and the Pueblo de Los Angeles Historic Monument.

P198-5

Environmental Justice:

- This project will increase the impacts of air pollution from vehicle emissions in an area already overburdened by air emissions.

P198-6

Gentrification:

- This project will lead to displacement and increase the cost of rent in the area.

P198-7

Future development:

- This project will lead to future commercial development in Chavez Ravine, without community input and without disclosure to the community.

P198-8

Lack of transparency:

- Metro went forward with this project without an open public process and without competitive bidding. I don't understand the ownership or operation of the project because the details have been hidden from the community. Who is paying for this project? Will taxpayers be left holding the bag?

P198-9

Lack of community consultation:

- The community has been neglected and our voices have not been heard.
- No one asked us our vision for our community.
- We never asked for this project. We don't need or want this project.

P198-10

Respectfully,
Jennifer Cuevas

Jennifer Cuevas
jeneratemedi@gmail.com
2066 Wollam St.
LA, California 90065

From: Allen Mom <allenkmmom@gmail.com>

Sent: 12/31/2022 12:07:44 AM

To: LAART@metro.net

Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Allen Mom

P199-1

Comment Letter – P200

This comment number has been intentionally skipped.

From: Jay de la Torre <justin.d.delatorre@gmail.com>
Sent: 1/4/2023 2:18:57 AM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,

Jay de la Torre

P201-1

From: Derrick Davis <ddavis719@gmail.com>
Sent: 1/4/2023 6:29:34 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,

Derrick Davis

P202-1

From: Jennifer Lee <jn.lauren@gmail.com>

Sent: 1/4/2023 8:23:51 PM

To: LAART@metro.net

Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Jen

P203-1

From: Peter Saudino <info@email.actionnetwork.org>
Sent: 01/04/2023, 1:19 AM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

Hello, I'm a Los Angeles resident and I have some thoughts for you. I am writing to voice my opposition to the Gondola project at Dodger Stadium.

The residents in that neighborhood will hate it. It's a huge waste of time and money. And judging from the concept photos we've seen, it's just hideous.

Please don't do this.

Thanks.

Peter Saudino
peter.saudino@gmail.com
peter.saudino@gmail.com
Los Angeles , California 90004

P204-1

From: Brian Herrera <herrera.brian@gmail.com>
Sent: 1/5/2023 3:18:38 AM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are essential in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Brian Herrera

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P205-1
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From: "Lieb, Jacob" <LiebJ@metro.net>
Sent: 1/5/2023 5:51:08 PM
To: Veronica L. <univero99@gmail.com>, LAART <LAART@metro.net>, "Zelmer, Cory" <ZelmerC@metro.net>
Subject: RE: Inquiry re public participation for 1/12/23 hearing

Hi Veronica,

Thanks for your patience. I needed to get in touch with the project staff to know what the set up is for the hearing and other input opportunities.

The last opportunity to attend a virtual meeting was on December 13, 2022. The next and final public hearing will be held in person on Thursday, January 12, 2023, from 5:00 pm – 7:00 pm, at the Cathedral High School Gymnasium in Chinatown. However, with that said, the other ways in which you can submit a comment on the Draft EIR is as follows:

By email – LAART@metro.net<mailto:LAART@metro.net>
By mail – Cory Zelmer, Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012
By Phone – (213) 922-6913

All comments must be received no later than 5:00 p.m. on Tuesday, January 17, 2023. Thank you and please let us know if you have further questions,
Jacob Lieb

From: Veronica L. <univero99@gmail.com>
Sent: Tuesday, January 03, 2023 4:28 PM
To: LAART <LAART@metro.net>; Zelmer, Cory <ZelmerC@metro.net>; Lieb, Jacob <LiebJ@metro.net>
Subject: Re: Inquiry re public participation for 1/12/23 hearing

Good afternoon, Mr. Lieb:

I received an auto-reply from Mr. Zelmer's e-mail to contact you in his absence.

Aside from appearing in person, will options be provided for remote appearance via video or teleconference? If so, please provide those. I also respectfully request you include such information on the website for those of us that may not have received notice with this information.

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P206-1
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Thank you.

from:
Veronica L. <univero99@gmail.com<mailto:univero99@gmail.com>>
to:
LAART@metro.net<mailto:LAART@metro.net>,
zelmerc@metro.net<mailto:zelmerc@metro.net>
date:
Jan 3, 2023, 3:29 PM
subject:
Inquiry re public participation for 1/12/23 hearing

Good afternoon, Mr. Zelmer:

Aside from appearing in person, will options be provided for remote appearance via video or teleconference? If so, please provide those. I also respectfully request you include such information on the website for those of us that may not have received notice with this information.

┌
P206-2
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Thank you.

From: Nathaniel Ortiz <theelectronicnub@gmail.com>
Sent: 1/6/2023 5:37:15 AM
To: LAART@metro.net
Subject: Draft EIR Comments

Hello, this message is in regards to the ART proposal.

This LAART project is severely misguided for several reasons.

First and foremost, this project is providing funding for a private enterprise. Metro already subsidizes trips to Dodger Stadium with the Dodger Stadium Express. While these trips are not necessarily the most efficient, they are a marked improvement over the LAART since they provide multiple infill stations, such as Union Station, the J Line infill station (which also connects to the Green Line), and other local connections.

P207-1

Additionally, this project is much more inefficient than improving local heavy/light rail connections. Guggenheim Baseball Management should be fronting the cost for at a minimum of the construction cost of the station, as they are the only stakeholder to actually profit from this venture. As such, they should be subsidizing more efficient projects, rather than subsidizing a for profit venture that simply seeks to profit off of the taxpayers dime.

P207-2

Finally, any arial transit system is inherently inferior to any current heavy or light rail alternatives due to a lack of passenger capacity.

If there are any questions regarding my statement, please contact me at the following:

Nathaniel Ortiz
Electrical Engineer
(760) 899-4625
theelectronicnub@gmail.com

From: Pete Shek <pete.shek@gmail.com>
Sent: 1/6/2023 11:22:23 PM
To: LAART@metro.net
Subject: Concern for Chinatown Gondola Project

Hi there,

I have heard that Metro approved for the construction of a Gondola Project to Dodgers Stadium. This is such a bad idea for reducing traffic, especially when there are shuttle bus in place already. Nowhere in the world are gondolas used in a metropolitan area to help reduce traffic. They are generally used for tourists' sightseeing purpose. I urge you to not waste money on this irrelevant project that will obviously be unlikely to resolve any traffic issues to the Dodgers Stadium. Instead, please focus on resources we already have, which are excellent bus fleets that are readily available.

--
Regards,
Peter Shek

P208-1

From: Peter Shek <info@email.actionnetwork.org>

Sent: 01/06/2023, 3:18 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

This is a waste of money and completely irrelevant idea / proposal when there are already shuttle busses. Busses can also take at least 50 cars of the road if they are fully loaded each trip. If they are underutilized, the Metro is responsible for promoting it more like they do for new rail lines. Building a fancy gondola is not going to solve traffic problems.

Peter Shek
pete.shek@gmail.com
1961 College View Dr
monterey park, California 91754

P209-1

From: Jean Brandtt <info@email.actionnetwork.org>

Sent: 01/06/2023, 4:22 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). It is an affront to residents and a huge expense for voters.

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P210-1
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Jean Brandt
jeanbirds@gmail.com
3846 Sapphire Drive
Encino, California 91436

From: Kristen Wo <wokristen@gmail.com>
Sent: 1/6/2023 7:44:29 PM
To: LAART@metro.net
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Kristen

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P211-1
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From: Andrea Valverde <info@email.actionnetwork.org>

Sent: 01/06/2023, 2:47 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Please, this is not the answer to easing traffic in the area and will cause more problems than it solves. The neighborhood does not want this.

P212-1

Andrea Valverde
dreavalverde@yahoo.com
10855 Morrison Street #4
North Hollywood , California 91601

From: Manori Sumanasinghe <hello@neumascape.com>
Sent: 01/06/2023, 2:47 PM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

P213-1

The Gondola Project's enormous towers will cause aesthetic impacts in my community. We finally have a beautiful natural environment in Chinatown that is safe for our children and the elderly. I am concerned that the towers will obstruct views, and that the gondola cars will be used for advertising and electronic billboards.

P213-2

The Gondola Project's will increase traffic around Chinatown and Union Station. This project is designed to displace traffic from Dodger Stadium and push it onto the surrounding communities. The existing traffic conditions are already difficult because of unmanaged traffic during game days in the immediate neighborhood and this project will make it worse. We've had to wait 10-15 minutes to get to our parking lot at Blossom Plaza by the Metro station during game days due to traffic congestion. This is going to make things worse.

P213-3

There is also lack of transparency from the Metro. There is a clear lack of community consultation: The community has been neglected and our voices have not been heard. No one asked us our vision for our community. We live AND work in Chinatown. Our voices need to be heard.

P213-4

Please stop this project and ask us what we want. There is clearly a better way to do this.

Best,

Manori

Manori Sumanasinghe
hello@neumascape.com
443 Jung Jing Road
Los Angeles, California 90012

From: Reagan McClymonds <rmcclymonds@peoplepc.com>
Sent: 01/06/2023, 2:51 PM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

P214-1

These were my comments on Urbanize LA relative to an update on the project. I stand by them 3 months later. The public/City of LA/MTA are being sold a bill of goods.

I am not a homeowner and have no skin in the Chinatown game. I am, however, able to do basic math and do not get distracted by shiny objects.

P214-2

1) Proposed Car Capacity is 30 per car (see link below). 5,000/hour means 30 people are loaded and moving every 20 seconds. No way. If one counts two-way traffic, we now have 2,500/hour capacity going one way which is all that matters in this circumstance (and that requires 40 second headways which is likely a gaping stretch too). That's borderline fraudulent advertising since:

P214-3

2) People do not go to Dodger Stadium after the game is over and people generally don't leave before it ends (certainly innings 1-6, let's say). That means the real capacity is 2,500/hour which still requires believing 40-second headways, which I do not.

P214-4

3) But even if one still has faith in 2,500/hour capacity, to get utility out of that number means 1,250 have to arrive 30 minutes before the game and 1,250 have to leave 30 minutes after the game. That will not sit well with fans over long term.

P214-5

That is an ineffective transit solution for an edifice with a capacity of 55,000 holding time sensitive events. And this gondola only gets one to Union Station where riders are still facing painful train/car commutes to get home at 10-11 PM on most nights.

P214-6

As a measure of comparison, an NYC subway could transport 2,500 people in less than 10 minutes.

Add it all up and this is a total failure in waiting. But it might have nice views of downtown.

Reagan McClymonds
rmcclymonds@peoplepc.com
11677 Goshen Avenue #110
Los Angeles, California 90049

From: Thomas Britt <info@email.actionnetwork.org>

Sent: 01/06/2023, 3:00 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). The unsightly towers will cause aesthetic impacts in my community. I am concerned that the towers will obstruct views, and that the gondola cars will be used for advertising and electronic billboards. The Gondola Project's displacement of traffic onto the surrounding neighborhoods will worsen air quality impacts from tailpipe emissions in an already overburdened community. Also, this project will lead to displacement and increase the cost of rent in the area.

P215-1

P215-2

P215-3

More importantly, I am objecting to the lack of transparency on this project. Metro went forward with this project without an open public process and without competitive bidding. I don't understand the ownership or operation of the project because the details have been hidden from the community. Who is paying for this project? Will taxpayers be left holding the bag? The community has been neglected and our voices have not been heard. No one asked us our vision for our community. We never asked for this project. We don't need or want this project. Stop bowing down to the uber-wealthy class and listen to the citizens of this city for once.

P215-4

Thomas Britt

thomas.k.britt@gmail.com

1114 S Burnside Ave

Los Angeles, California 90019

From: Hayley Marcus <info@email.actionnetwork.org>

Sent: 01/06/2023, 5:13 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

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P216-1
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Hayley Marcus
heyhayley@icloud.com
5908 Barton Avenue
LA, California 90038

From: Nancy Hoven <nhoven@earthlink.net>

Sent: 01/06/2023, 3:32 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

As a resident of the greater community surrounding Dodger Stadium and Echo Park, I wish to express serious concerns about the proposed gondola project between Union Station and Dodger Stadium.

P217-1

First, I feel there has been insufficient public input and a real lack of communication with community stakeholders. We will have to live with the daily burdens placed upon neighborhoods if this project is completed. This may include increased traffic, parking problems, and pollution generated by the project; the visual impact of the towers; and possible displacement of residents and/or businesses. Frankly, since this project seems to have been jump-started without sufficient communication with the communities, it is unclear what all of the potential impacts will be.

P217-2

Second, as a former municipal employee who has had to follow standard procedures for open bidding for contracts, I don't understand why Metro has not followed this procedure. Did the investors simply negotiate with Metro without due public process or without conforming with typical governmental process for such projects? Does the public know how much this will cost and how much of that burden will be placed upon taxpayers? How much will the developers of this project contribute and how much will they gain in profit? All unanswered questions, which is unacceptable.

P217-3

Finally, is this really a necessary project when existing Metro transportation services are not working at the highest level of performance, safety, and cleanliness? More people on a daily basis would choose to use public transportation if it were more reliable, frequent, cleaner, and most importantly, safer. I have transportation options and used to use Metro quite frequently, but now it seems so unsafe and unclean, that I seldom use it. Others, with fewer options, are compelled to use public transportation for work or other activities. I think it's unfair to "indulge" Dodger fans and tourists with an expensive, novelty form of transportation, while others are just trying to live their lives of work, school, shopping, and recreation often on limited incomes. I don't think the majority of Metro users can afford \$30 a ride.

P217-4

I strongly urge you to reflect on your commitment to provide accessible, affordable, and safe transportation to ALL the residents that Metro serves, not special projects proposed by investors and for the benefit for a relatively small sector of the total metro population.

P217-5

Respectfully,
Nancy Hoven
nhoven@earthlink.net
2228 Ewing St.
Los Angeles, CA 90039

Nancy Hoven
nhoven@earthlink.net
2228 Ewing St.
Los Angeles, California 90039-3106

From: Ann Dorsey <info@email.actionnetwork.org>
Sent: 01/06/2023, 9:48 PM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium) for the following reasons:

P218-1

Built Environment:

The Gondola Project's enormous towers will cause aesthetic impacts in the community such as the obstruction of views and the gondola cars being used for advertising and electronic billboards.

P218-2

Traffic:

The Gondola Project's will increase traffic around Chinatown and Union Station because it is designed to displace traffic from Dodger Stadium and push it onto the surrounding communities. The existing traffic conditions are already difficult because of air quality impacts from tailpipe emissions and this project will make it worse.

P218-3

Historic and Cultural Resources:

The Gondola Project will impact historic and cultural resources such as the Los Angeles State Historic Park, historic Union Station, and the Pueblo de Los Angeles Historic Monument.

P218-4

Gentrification:

This project will lead to displacement and increase the cost of rent in the area.

P218-5

Future development:

This project will lead to future commercial development in Chavez Ravine, without community input and without disclosure to the community.

P218-6

Lack of transparency:

Metro went forward with this project without an open public process and without competitive bidding. I don't understand the ownership or operation of the project because the details have been hidden from the community. Who is paying for this project? Will taxpayers be left holding the bag?

P218-7

Thank you,

Ann Dorsey

Ann Dorsey
aedorsey@hotmail.com

18042 Schoenborn #5
Northridge, California 91325

From: Janna Wheeler <info@email.actionnetwork.org>

Sent: 01/06/2023, 7:17 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

┌ P219-1

Janna Wheeler

jannaswheeler@gmail.com

3811 Bluff Pl apt 9

san pedro, California 90731

From: KATE WOLF <info@email.actionnetwork.org>
Sent: 01/06/2023, 12:27 PM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my strong opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). Chavez Ravine is already a much contested site in LA's history. As I'm sure you're aware, the construction of Dodger Stadium displaced many generations of families who were promised affordable housing that never came to be. This is a shameful aspect of LA's past that has never been fully addressed or repaired. Building the Gondola project would only add insult to injury.

P220-1

As a resident of Northeast Los Angeles, I have watched Chinatown slowly hollow out in the last decade—and at an alarming rate ever since the pandemic. The once lively, unique, and ethnically diverse neighborhood has more and more empty storefronts and, unfortunately, more and more horror stories of displacement, particularly of senior citizens from their homes. It's hard to see how the Gondola will do anything to redress these sad developments or make the lives of longtime residents better. It stands to only further fracture the neighborhood and increase pollution, gentrification, and traffic while making a historic area of Los Angeles much uglier (which may seem like a shallow complaint, but I assure you, it's not. Everyone deserves to live in a beautiful neighborhood and unsightly infrastructure is often only foisted on the less affluent--see the history of LA's freeways.) Meanwhile, I believe the people who really stand to benefit from the Gondola's construction are the owners of the Dodgers and of Dodger Stadium.

P220-2

In this day and age, when the city is in such disarray and homelessness is surging yet again, should we really be acting in favor of the already super-abundantly wealthy? I urge you to put the whole city's well-being at stake and deny this project. We can no longer change the damning history of Chavez Ravine, but you have the choice, and the power, to change its future.

P220-3

Best wishes,
Kate Wolf

KATE WOLF
kaylameloni@gmail.com
5031 MERIDIAN ST
Los Angeles, California 90042

From: polonia <polonia@aol.com>
Sent: 1/6/2023 10:49:25 PM
To: LAART@metro.net
Subject: No to McCourt's project

⌋ P221-1

Sent from my Verizon, Samsung Galaxy smartphone

From: Jean Brandt <jeanbirds@gmail.com>
Sent: 1/7/2023 12:19:43 AM
To: LAART@metro.net
Subject: Gondola

NO gondola. It is an affront to residents and a huge expense to voters.
Jean Brandt
jeanbirds@gmail.co

I P222-1

From: Paul Newman <info@email.actionnetwork.org>

Sent: 01/07/2023, 4:11 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I fail to see the need for it and once again feel like the McCourt family has been allowed to inflict their selfish agenda on the city.

P223-01

Paul Newman

paulvnewman@gmail.com

220 So Irving Blvd

Los Angeles, California 90004

From: Lance Paris <info@email.actionnetwork.org>

Sent: 01/07/2023, 1:25 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Lance Paris
lparis2000@yahoo.com
6935, Amestoy Avenue
Lake Balboa, California 91406

P224-01

From: Elizabeth Codiga <info@email.actionnetwork.org>

Sent: 01/07/2023, 9:12 AM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I am a 74 year old Los Angeles homeowner who frequents Chinatown and relies on access to the Historic State Park. I have watched the park grow and become more beautiful with each passing season. It provides me with a lovely, safe place to walk, and I see how the workers strive to continually maintain and develop the area. The park has been a perfect place to teach my grandsons, 6 and 8 years old, the wonders of urban nature and provides a great space for them to practice skateboarding and bike riding. The Gondola Project will greatly diminish the entire area, to benefit only a few with all the negatives we already face in much of LA; traffic, pollution, parking, noise and visual ugliness. Chinatown, often ignored by the rest of Los Angeles, is an important historical community that would be horribly affected by the Gondola. The residents and business owners don't deserve this without at least greater community input. The Park and its surrounding neighborhood belong to the people and to history.

P225-01

P225-02

Elizabeth Codiga
ecowill@yahoo.com
915 N Ditman Ave
Los Angeles, California 90063

From: Nelson Abreu <info@email.actionnetwork.org>

Sent: 01/07/2023, 5:47 AM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I live and work in Chinatown/Lincoln Heights. This "gondola" project is not what would come out of an RFI or university study on alleviating transportation issues related with Dodger Stadium.

P226-01

Nelson Abreu
nelson.abreu.ee@gmail.com
900 N Broadway 514
Los Angeles, 90012

From: Mary koetting <info@email.actionnetwork.org>

Sent: 01/07/2023, 5:39 AM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Mary koetting
mmkoetting@gmail.com
8910 David Ave
Los Angeles, California 90034-2006

P227-01

From: Catherine Wu <info@email.actionnetwork.org>
Sent: 01/07/2023, 12:43 AM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

Dear Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

P228-01

As the daughter of a proud Chinatown business owner of nearly 30 years, I grew up supporting local businesses and hold many past and present community members close to my heart. I strongly oppose "The Gondola" project because it does not serve or represent us:

(1) The structure will disrupt the skyline and ruin the aesthetic of the Los Angeles State Historic Park. I remember anticipating the opening of this park as a kid, and it would be a shame for "The Gondola" to impact this gem.

P228-02

(a) I worry that gondola cars will be plastered with advertising and ruin one of the few green spaces in the community.

P228-03

(b) Having gondola cars fly so close overhead is unsettling and dangerous. I am concerned park goers will be deterred by the large, shadowy cars, the increased noise, and the potential debris fallout. This would detract from the tranquility of the park and would make the park appear unsanitary, thereby hurting businesses at the resident farmer's market.

P228-04

(2) This project was pushed forward behind closed doors. Why was there an absence of open public process and competitive bidding? Who is paying for this project? These unanswered questions give the impression of corruption/collusion favoring private interests—public good should be the only goal. The lack of community engagement for this project just adds insult to injury.

P228-05

(3) The design of the structure further reinforces community erasure. The generic silver building does not reflect the rich, cultural diversity and history of the community. Instead, the architecture mirrors the "modern" apartment buildings that are already gentrifying the area. We don't want or need another symbol of gentrification, and this project would only displace more vulnerable residents and hike up rent prices.

P228-06

(4) Our community deserves clean air and environmental justice. This project will redirect and increase traffic in the area, which worsens noise and air pollution. Residents already suffer disproportionately from tailpipe emissions; don't overburden us with even more.

P228-07

I urge you to cancel the Los Angeles Aerial Rapid Transit Project. The potential for harm overshadows any benefit.

P228-08

Thank you for your time.

Sincerely,
Catherine Wu

I am a visitor and supporter of the community, family member of workers in the community, and an outdoor educator and ecologist.

┆ P228-08

UCLA Ecology, Behavior, and Evolution, B.S.

Catherine Wu
catherinedwu@gmail.com
9653 E. Lemon Ave.
Arcadia, California 91007

From: Emily Moncata <info@email.actionnetwork.org>
Sent: 01/08/2023, 2:26 PM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I live in the neighborhood of Angelino Heights, so I am familiar with the traffic and congestion that occurs, especially around Sunset/Douglas in the lead up to Dodgers games and stadium events (the bottom of our lovely hill!). That being said, I still am opposed to this project, because the research does not adequately demonstrate that the disruption, fanfare, and purpose of this project will meaningful reduce congestion in the neighborhood, and benefit the greater public good. Furthermore, this is not a community serving project. As it stands, there is no rail connectivity in the neighborhoods of Echo Park and Silverlake. Instead of a community serving transportation project that could connect residents to major transport hubs through innovative public infrastructure, this gondola serves one purpose and one purpose only: to whisk tourists into the hills of Elysian park to attend major sporting events at Dodgers Stadium. It reminds me a bit of Angels Flight, or what the Roosevelt Island Gondola has become in New York– it operates as a spectacle more than it serves an actual, urgent transport need. And when the projects LA Metro can take on are supposedly so limited by resources, I don't think this is where residents want to see a priority investment made. Even in the 50 year transport plans, there remains little connectivity for these neighborhoods. Is this really where we want to prioritize an investment? It may be in the neighborhood, but it's not for the neighborhood. And it doesn't even make a meaningful dent in the congestion problem it claims to address. Next, on every tourist to-do guide will be a must-see trip on the Dodgers stadium gondola. But for actual residents of the city, this billionaire passion project has little day-to-day relevancy. There is nothing else up in that parking lot besides Dodgers Stadium. There is no plan for public infrastructure that could bring those people to public gathering places and hiking trails in Elysian Park, no way for residents who, of course, do not live in the parking lot of a major MLB stadium, to access shops and grocery stores, link up to major train stations, and access by rail a greater map of the city. It's very clear who this project is for, and it's embarrassing to call this a public transportation project, when it so clearly serves a private sector. I really hope LA Metro can acknowledge the limited relevancy of this passion project, and can fulfill its duty to the public good, and invest in smart, sustainable, community-serving public transportation with connectivity and far-reaching IMPACT that Los Angeles so desperately needs.

P229-1

P229-2

P229-3

Emily Moncata
emmoncata@gmail.com
1328 Kellam Ave
Los Angeles, California 90026

From: Bert Glatstein <info@email.actionnetwork.org>

Sent: 01/08/2023, 10:22 AM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). The level of either incompetence or corruption leading to this project is mind boggling. How can city officials reach deal with serial bankruptee McCourt? This is obviously a precursor to development of a retail/recreation site in the Dodgers Stadium parking lot. Yet there has been no provision for an EIR. an absolute boondoggle

P230-1

Bert Glatstein

bertglats@gmail.com

1179 Lida St

Pasadena , California 91103

From: Jamie Patterson <info@email.actionnetwork.org>

Sent: 01/09/2023, 11:04 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

First off, WHO ASKED FOR THIS? Literally NO one in the community wants this stupid Gondola and this won't actually do anything to help dodger traffic. I lived on sunset blvd for years and though I was priced out of Echo Park, I still work there and NOTHING about this project will do anything actually help the community.

P231-01

HOW hell did Metro approve this this far? This idea should've been laughed out of consideration and it's appalling I even have to write a letter to you opposing this.

P231-02

Consider this my formal opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium) and please PLEASE don't waste Los Angeles money on such a stupid pointless idea that will negatively affect the entire community around Dodger stadium and help only Frank McCourt. There's also no way this will actually take 3,000 cars off the road during dodger season. And why destroy the neighborhood, subject elderly folks homes to a gondola whizzing by their windows of their home nonstop during games for...a stupid gondola? Cue Simpsons Monorail jingle.

P231-03

Jamie Patterson

jamie.epatterson@gmail.com

1915 Addison way

Los Angeles , California 90041

From: Jane O'Neill <jane@janeoneill.com>

Sent: 01/09/2023, 6:51 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

┌
P232-01
└

Jane O'Neill

jane@janeoneill.com

3440 Rosemary Ave

Glendale, California 91208

From: Laurel Randolph <info@email.actionnetwork.org>

Sent: 01/09/2023, 6:44 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

Hello. I am a Los Angeles resident and I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

I have major concerns about the impact on traffic, historical sites, and commercial development in the area. There's been a total lack of transparency that's deeply concerning as well.

I do not believe this is an effective use of time and money, and will only further gentrification. LA Metro should serve the better good of the people of Los Angeles, and a flashy, pointless project like this is not the way to do it. Thank you.

Laurel Randolph
laurelrandolph@gmail.com
4320 Perlita Ave
Los Angeles, California 90039

P233-01

P233-02

From: Jill Stevens <info@email.actionnetwork.org>

Sent: 01/09/2023, 6:07 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

I am a resident of Los Angeles and concerned about this project that seemed to be pushed through while the community has been neglected and our voices have not been heard.

Metro went forward with this project without an open public process and without competitive bidding. I don't understand the ownership or operation of the project because the details have been hidden from the community. Who is paying for this project? Will taxpayers be left holding the bag?

Dodger Stadium was already stolen from the residents of Chavez Ravine, and this project only continues that legacy. Ultimately leading to future commercial development in Chavez Ravine, without community input and without disclosure to the community. Sound familiar ?

Thank you for your time,
Jill Stevens

Jill Stevens
juliewilliams45@gmail.com
200 Mt Washington Drive
Los Angeles, California 90065

P234-01

P234-02

From: Dorothy Braudy <db@dorothybraudy.com>

Sent: 01/09/2023, 3:33 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). The voices of regular citizens should be involved in such a drastic decision. Studies of the impact should be made public and published in the LATimes.
PLEASE let's don't have another Chavez Ravine or Bruce's Beach.

P235-01

Dorothy Braudy

db@dorothybraudy.com

2008 N. Oxford Avenue

Los Angeles , California 90027 Los Angeles, California 90065

From: Max Maslansky <info@email.actionnetwork.org>

Sent: 01/09/2023, 1:14 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). It will do nothing to mitigate traffic or very little and only increase safety concerns and exacerbate gentrification of this area.

Max Maslansky
juliensky@gmail.com
2743 Alta st
Los Angeles , California 90031

P236-1

From: Julie Williams <info@email.actionnetwork.org>

Sent: 01/09/2023, 10:40 AM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

P237-1

This project has not had proper community input, it is a tourist attraction that provides little or no benefit to the community and will invade residents privacy and lessen their quality of life. The project will not lessen traffic or improve air quality in any significant way.

P237-2

I live near by and ride my bike through Chinatown. I have seen the gentrification and displacement of local residents over the years and it seem to me this is another vanity project by a wealthy developer at the expense of the local community.

P237-3

Frank McCourt would never allow a Gondola to be built over his house! Please take more time and listen to the community. The city needs real workable solutions to amusement rides.

P237-4

Thank you for your time, Julie

Julie Williams

juliewilliams45@gmail.com

443 Mount Washington drive

Los Angeles, California 90065

From: Aristotle Acevedo <aristotle.acevedo@gmail.com>
Sent: 1/9/2023 11:56:31 PM
To: LAART@metro.net
Subject: Aerial Rapid Transit Comment

Hello,

I'm writing to give my opinion on the proposed aerial rapid transit gondola. I understand the need to alleviate traffic around Dodger stadium but I think this is the wrong way to go. I think it will be an eye sore and ruin the beautiful views of the city we already have. I think it will also be a safety hazard in the event of an earthquake or other emergency inside or around the gondolas. Please do not approve this plan!

|
P238-01
|

From: Kama Hayes <kamahayes@yahoo.com>
Sent: 1/10/2023 12:03:27 AM
To: LAART@metro.net
Subject: Opposition to the Aerial Rapid Transit Project / Gondola Project

Hello - I want to voice a strong opposition of this Gondola Project.

First of all, this would destroy views to an already compromised area of Union Station and Pueblo de Los Angeles. This is one of the oldest and most historic areas of Los Angeles and should not be altered any further. It's bad enough that the hideous apt building took over part of the Union Station lot.

P239-01

Secondly, this area has become very dangerous and is highly populated with homeless and has not been given any extra security.

P239-02

Thirdly, this project just isn't necessary and would be very costly and would have a negative impact on the area during construction and for the long term future. Not only that, it has such a finite use and Dodger Stadium isn't even open for games but for part of the year. WHY? This project is a total joke and there are far bigger traffic concerns in a ton of other parts of Los Angeles.

P239-03

Vote NO on the Gondola Project!!

Kama Hayes

Kama Hayes
Art Department Coordinator | Local 871
(213) 505-3285

From: Christian Arana <christianarana23@gmail.com>
Sent: 1/10/2023 12:03:36 AM
To: LAART@metro.net
Subject: No on the Dodger Stadium Gondola

Dear Mr. Zelmer,

I am a resident of the City of Los Angeles, and a lifelong Dodger fan. I am also firmly opposed to the construction of the Dodger Stadium Gondola.

| P240-01

To start, the Gondola Project was never a community priority. As a city that prioritizes the input of its neighbors, this stands in opposition to the values we espouse as a city.

| P240-02

Second, I am deeply concerned about the unintended consequences this Gondola will bring to the neighborhood. Already local residents are dealing with traffic congestion and high rents, and bringing an unwanted attraction to the neighborhood will further exacerbate these problems.

| P240-03

Third, the Gondola Project will impact historic and cultural resources such as the Los Angeles State Historic Park, historic Union Station, and the Pueblo de Los Angeles Historic Monument.

| P240-04

Finally, if the problem is that Dodger games cause way too much traffic, and that this Gondola is a solution, then that is wrong thinking. For instance, I commute from the San Fernando Valley all the way to Union Station to take the Dodger Express Bus. If such a bus existed in the San Fernando Valley, perhaps be even based at the North Hollywood or Universal Metro Stations, then I am confident that many Dodger fans in the Valley would choose to use this transportation over driving into the Stadium. Think of how many cars we'd remove from the roads if that was an option.

| P240-05

Thank you,
Christian Arana

--
Christian Arana, MPP
christianarana23@gmail.com

From: Dylan Sittig <dsssd91@gmail.com>
Sent: 1/10/2023 7:08:46 PM
To: LAART@metro.net
Subject: Re: Public Comment on LAART DEIR

Hello,
Please confirm receipt of this email.

Dylan

On Mon, Dec 19, 2022 at 5:02 PM Dylan Sittig <dsssd91@gmail.com> wrote:

> Mr. Cory Zelmer
> Deputy Executive Officer
> Los Angeles County Metropolitan Transportation Authority
> One Gateway Plaza, Mail Stop 99-22-6
> Los Angeles, CA 90012
>
> Hello Mr. Cory Zelmer,
>
> I am writing to express my concern about the LAART project and the
> environmental impacts that it will have on the community and the City.
>
> While the Environmental Impact Report (EIR) brings to light certain
> impacts of the project on the environment, the simple fact is that the
> negative impacts of this project go beyond the scope of an EIR and
> California Environmental Quality Act review (public funding, privacy
> concerns, etc.). The EIR lays out the potential for significant and
> unavoidable impacts and relies on questionable mitigation measures to
> attempt to address significant impacts.
>
> There is no way that the undefined potential benefits of this program
> would possibly outweigh the clear and obvious negative environmental and
> societal impacts associated with the construction and operation of the
> Project. I urge you to halt this program as soon as possible.
>
> The Project is not community serving and does nothing to enhance mobility
> for existing Chinatown residents. Ample public transit service between
> Union Station and Chinatown already exists in the form of numerous Metro
> Buses, multiple DASH buses, the Gold / L Line, and it is a very short walk.
> In no instance will the non-game day head ways be more efficient than many
> of these other pre-existing transit options.
>
> There will be negative impacts to the efforts to increase the Union
> Station Alameda forecourt. Having an obtrusive tram station will detract
> from the pedestrian realm and is antithetical to the type of street
> activation that is desired near Olvera Street and along Alameda Street.
>
> Additional exploration of the Transportation Systems Management
> Alternative should be further explored. The project objectives were too
> narrowly defined in a way that doesn't truly serve the needs of the people
> of the City of Los Angeles, or the residents of Chinatown.
>
> If the project does somehow move forward, Design Option E should be
> required in order to create at least some public benefit in the form of the
> bridge to the State Historic Park from Broadway.
>
> Sincerely,
> Dylan Sittig
> Chinatown Resident

P241-1

From: Aaron Y <good2go@live.cn>

Sent: 01/10/2023, 3:20 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

┌
P242-01
└

Aaron Y

good2go@live.cn

3300 Riverside Dr

Burbank, 3300 Riverside Dr Burbank, CA

From: Daniel Samiljan <info@email.actionnetwork.org>

Sent: 01/10/2023, 2:33 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). Literally no one wants this.

┌ P243-01
└

Daniel Samiljan
dansamiljan@gmail.com
4320 Perlita Ave
Los Angeles, California 90039

From: William Campbell <info@email.actionnetwork.org>

Sent: 01/10/2023, 12:18 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

As a community stakeholder, frequent visitor to Los Angeles State Historic Park and a lifelong Angeleno and Dodgers fan I am opposed to the Los Angeles Aerial Rapid Transit Project (aka "The Gondola" at Dodger Stadium). I am concerned about this project for the following reasons:

P244-01

The Gondola Project's towers will cause aesthetic impacts in my community by obstructing views, and the gondola cars will no doubt be used for all manner of advertising. Additionally, the project will open the region around it to the potential for unchecked development that could end up displacing longtime residents and changing the character of these long-standing neighborhoods.

P244-02

The Gondola Project will not reduce traffic but instead will simply displace it from Dodger Stadium into and around Chinatown and Union Station, making already difficult traffic conditions worse and further compromising air quality for the area residents and park visitors.

P244-03

The lack of transparency involved in the development of this project is infuriating. Metro appears to have moved forward without an open public process and without competitive bidding, leaving the appearance of an apparent disdain Metro has for the the communities that will be directly impacted on a variety of levels.

P244-04

By and large the communities don't want this project. Show me one community stakeholder who asked for it -- besides Frank McCourt. And his connection to the community only involves how much money he can make at their expense.

P244-05

William Campbell
wildbell@gmail.com
840 N Occidental Blvd.
Los Angeles, California 90026

From: Nicholas De Dominic <dedomini@usc.edu>

Sent: 01/10/2023, 9:27 AM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

┌ P245-01

Nicholas De Dominic

dedomini@usc.edu

406 PLEASANT HILL LN

Sierra Madre, California 91024

From: Tyler Tharp <tharpta@gmail.com>

Sent: 1/10/2023 8:40:25 AM

To: LAART@metro.net

Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

P246-01

Sincerely,
[name]

Sent from my iPhone

From: Andrew Mueth <amueth@gmail.com>
Sent: 1/10/2023 7:15:20 PM
To: LAART@metro.net
Subject: I oppose the current gondola plan

Hello!

I'm a resident of Echo Park 90026 and a Dodger fan and I'm writing to express my opposition to the LA ART gondola plan in its current form.

P247-01

Gondolas are fun, taking public transit is fun and an essential part of LA's future, and the gondola is a way to increase Metro ridership and visibility.

HOWEVER, I have serious questions about the plan:

- Will the gondola generate revenue to improve metro services across Los Angeles, or will it fuel profits for Frank McCourt's private company?

P247-02

- Will the Dodger Express bus remain operational? If the Dodgers want to "get cars off the street" as a recent article said was the goal, why is Metro not fighting instead for permanent bus-only lanes on Sunset along the Dodger Express route? And why is it not working with scooter rental companies to paint scooter lanes and allow use of zero-emission motorized scooters on Dodger property? Or building MetroBike docks and increasing the number of pedal-assist e-bike docks at the stadium?

P247-03

- As Metro continues building a citywide transit network, why does the gondola have so few connections to the rest of the Metro network? This is an expensive project for something that will only be used 62 days a year for a few hours around gametime.

P247-04

I fully support Metro's efforts to increase transit ridership to and from Dodger games, but I cannot support this plan until these concerns are addressed.

P247-05

Instead of creating a new, untested transit method, why not make less expensive infrastructure improvements to increase the use of transportation options for which there is already proven demand? Most importantly, as someone who took the Red line to work for years, why would Metro not want any new Dodger-related plans to increase their revenues, instead of allowing a private company to edge in on your turf? Have a backbone! Don't bow to billionaires!

P247-06

I'm rooting for you and confident you will figure this out.

Best,

Andrew Mueth
314.607.3967

From: Jules Cote <info@email.actionnetwork.org>

Sent: 01/10/2023, 9:37 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project. I am concerned about this project for the following reasons: The Gondola Project will impact historic and cultural resources such as the Los Angeles State Historic Park, historic Union Station, and the Pueblo de Los Angeles Historic Monument. The gondola will increase the impacts of air pollution from vehicle emissions in an area already overburdened by air emissions. And the project will lead to displacement and increase the cost of rent in the area.

Jules Cote
julescote@gmail.com
W. 7th St
L.A., 90005

P248-1

From: Sophie Li <Sophie.Li@epochtimesca.com>
Sent: 1/11/2023 6:24:51 PM
To: "laart@metro.net" <laart@metro.net>
Subject: URGENT- press inquiry deadline

Hi,

Hope this email finds you well.

This is Sophie Li, a reporter with The Epoch Times.

I am writing a story about the Dodger Stadium gondola project that LA Metro is working on. Do you have any press pictures that we can use for the gondola?

Please let me know at your earliest convenience. If you can get back to me by 3 p.m. today, it'll be much appreciated.

Thank you!

Sophie Li

Reporter

The Epoch Times
5 Park Plaza STE 1020

Irvine CA 92614
Cell 480-937-7099
Email sophie.li@epochtimesca.com

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[cid:7cfff8f-ff68-4469-bce7-87c24141905a]

P249-1

Voicemail received January 11, 2023 via email from Robyn Lopez/Metro.

P250 Kate Wolf, January 9, 1:25pm via telephone

Hi, I'm a community member and I wrote a letter to Corey Zelmer but I also wanted to just leave a message voicing my opposition to the gondola project. I can't make it to the public hearing on Thursday. But I just wanted to say that I live in Northeast LA. I don't see any positive benefit to this gondola project for the people that actually live in these neighborhoods. It seems to just benefit the owner of the Dodgers and the owner of Dodger stadium. And I think it sounds like a really disruptive project, environmentally hazardous. It sounds like it would also pull the thread apart of the Chinatown neighborhood and the most historic district of Los Angeles even more. And add to the kind of blight that is surrounding that area now. And I just, I think, that the people who live in the neighborhood, their, their quality of life should be put first. And I don't think this project will, you know, increase that quality of life and that's why I am voicing my strong, strong opposition to it. And I hope that Metro will not go ahead with this project. My name is Kate Wolf, and no need to call back. But please mark my opposition. [phone number given] I live in Highland Park, 90002 is my zip code. Thank you.

P250-1

From: Sarajo Frieden <sarajo@sarajofrieden.com>

Sent: 01/11/2023, 12:36 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

The Gondola Project will have detrimental impacts on the historic and cultural resources such as the Los Angeles State Historic Park, historic Union Station, and the Pueblo de Los Angeles Historic Monument.

Regarding environmental impacts, this project will increase the impacts of air pollution from vehicle emissions. These areas already are overburdened by air emissions.

This project will also lead to increased rental costs and therefore displacement for those in our communities who can't afford the increases.

Sarajo Frieden

sarajo@sarajofrieden.com

1910 N Serrano Ave

Los Angeles, California 90027

P251-1

From: Bob Vanderet <bob_vanderet@yahoo.com>
Sent: 1/11/2023 6:25:34 PM
To: "LAART@metro.net" <LAART@metro.net>
Subject: Aerial Rapid Transit

With all due respect, this project appears to me to be an incredible waste of public resources for what is essentially a private venture - the Los Angeles Dodgers. i am a huge Dodger fan myself. But the taxpayers shouldn't be footing the bill to make it easier for baseball fans to attend games. Seriously, this needs to be jettisoned now.
Bob Vanderet

P252-1

From: Tom Williams <ctwilliams2012@yahoo.com>
Sent: 1/11/2023 7:54:56 PM
To: "zelmerc@metro.net" <zelmerc@metro.net>, "laart@metro.net" <laart@metro.net>
Subject: LA Aerial Rapid Transit Project SCH # 202010007 Public Comments

DATE: January 11, 2023

TO: Cory Zelmer Deputy Exec. Officer LA Co Metropolitan Transportation Authority
(LACMTA/MTA)
One Gateway Plaza, Mail Stop 99-22-6 Los Angeles, CA 90012 zelmerc@metro.net
laart@metro.net

CC: David Rader AECOM Envir. Mgr 2020 L Str., 3rd Floor Sacramento, CA 95811
916-414-5800
David.Rader@aecom.com

FROM: Dr Clyde T. Williams, President Citizens Coalition for A Safe Community 4117 Barrett Rd
Los Angeles, CA 90032-1712

SUBJECT: Los Angeles Aerial Rapid Transit Project SCH Number 202010007
RE: Comments for Draft Environmental Impact Report (DEIR) (See attached)

Project description, assessments, and alternatives considerations are totally inadequate and incomplete and without engineering and construction considerations and descriptions. Many references mention future studies, engineering, and designs to be done before construction, but all such would be without public review and comments and thereby not in compliance with CEQA.

P253-1

Although Goals/Purposes and Objectives are required for a DEIR, this DEIR provides vague and ambiguous descriptions and totally inadequate development of the Project, its objectives, and its alternatives and their numerical/quantified comparisons. Thus, the discussion of alternatives and Project and their numerical/quantified comparisons are totally inadequate.

P253-2

Although directly related to the DEIR descriptions and assessments, the DEIR does not even minimally use/mention the LA City Department of City Planning database, ZIMAS, which must be fully incorporated if the Project is to be placed within the City of Los Angeles. As no Memorandum of Understanding or Agreement between the sponsor, Metro, and City of Los Angeles is provided or even mentioned, this absence is understandable avoidance, but renders the DEIR unacceptable, incomplete, and inadequate.

P253-3

Without an adequate and complete DEIR, alternatives to the proposed Project cannot be adequately formed and compared. Thereby the consideration of alternative cannot be considered adequate nor complete, but should include ZE/NG buses and dedicated bus lanes and perhaps with congestion pricing for DTLA and the Project site.

P253-4

For detailed comments see attached, including pertinent identified portions of the DEIR with highlighted issues of the current texts for the specific comments.

Dr Tom Williams

Los Angeles – Aerial Rapid Transit DEIR Comments

DATE: January 12, 2023

TO: Cory Zelmer Deputy Executive Officer Los Angeles County Metropolitan Transportation Authority (LACMTA/MTA) One Gateway Plaza, Mail Stop 99-22-6 Los Angeles, CA 90012 213-922-6913 /213-922-1079 /213-418-3423 zelmerc@metro.net laart@metro.net

CC: David Rader AECOM Envir. Mgr 2020 L Str., 3rd Floor Sacramento, CA 95811 916-414-5800 David.Rader@aecom.com

FROM: Dr Clyde T. Williams, President Citizens Coalition for A Safe Community 4117 Barrett Rd Los Angeles, CA 90032-1712

SUBJECT: Los Angeles Aerial Rapid Transit Project SCH Number 2020100007 Notice of Availability (NOA)

Re: Comments of Draft Environmental Impact Report (DEIR)

Project description, assessments, and alternatives considerations are totally inadequate and incomplete and without engineering and construction considerations and descriptions. Many references mention future studies, engineering, and designs to be done before construction, but all such would be without public review and comments and thereby not in compliance with CEQA.

Although Goals/Purposes and Objectives are required for a DEIR, this DEIR provides vague and ambiguous descriptions and totally inadequate development of the Project, its objectives, and its alternatives and their numerical/quantified comparisons. Thus, the discussion of alternatives and Project and their numerical/quantified comparisons are totally inadequate.

Although directly related to the DEIR descriptions and assessments, the DEIR does not even minimally use/mention the LA City Department of City Planning database, ZIMAS, which must be fully incorporated if the Project is to be placed within the City of Los Angeles. As no Memorandum of Understanding or Agreement between the sponsor, Metro, and City of Los Angeles is provided or even mentioned, this absence is understandable avoidance, but renders the DEIR unacceptable, incomplete, and inadequate.

Without an adequate and complete DEIR, alternatives to the proposed Project cannot be adequately formed and compared. Thereby the consideration of alternative cannot be considered adequate nor complete, but should include ZE/NG buses and dedicated bus lanes and perhaps with congestion pricing for DTLA and the Project site.

For detailed comments see below, including pertinent identified portions of the DEIR with **highlighted** issues of the current texts for the specific **comments**.

ES-1/3 When complete, the proposed Project would have a maximum capacity of approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately seven minutes.

5000passengers/hr and 40p/gondola = 125 gondolas(g)/hr = 1 g/29 sec

Travel ROT = 14 min including loading/unloading = 3 sec/person x 40 = 120 sec = 7min transit + 2 min ld/uld = 60/9 = 7 g-trips/hr x 40pgr = 280 total passenger/hr

x 2 hr = 560 p/game – nine/9 gondolas/cabins operating each game/event

Provide Project operations for peak passenger processing and gondola travel for 2 hours prior to Stadium events.

Provide seating/standing design floor capacity for each gondola/cabin used for Project's process flow and movements.

Provide total weight of all loaded gondolas and angular load distribution for each tower (one way loaded/opposite way unloaded).

ES-2/3 The standards of **adequacy** of an EIR, defined by Section 15151 of the CEQA Guidelines, are as follows:

An EIR should be prepared with **sufficient level of analysis** to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effect of the proposed project need not be exhaustive, but **sufficiency of an EIR is to be reviewed in light of what is reasonably feasible**....The courts have not looked for perfection but for adequacy, completeness, and good faith effort at full disclosure.

First of 79 mentions of feasible, vs financial and fiscal of <10, and must be considered as an acceptable alternative for costs. Provide “costs” comparisons for each use of “feasible” or “fiscal” and for alternatives throughout the DEIR.

Provide documentation of database for the “analysis” and numerical/quantified assessments and comparisons in table forms.

Provide Project definitions and demonstrations of feasible and infeasible conditions within the Project. Definitions of feasible commonly include “practical” issues, costs, funding, probability of changed conditions, and unexpected costs for safety, hazards, and changed conditions claims.

Overall the DEIR is inadequate and incomplete for reasonably public accessible considerations (review and comments) of the Project, its impacts, mitigations, and alternatives.

Lack of use of LACity-DCP-ZIMAS database for issues along the entire route and for specific facilities located along the route. Provide ZIMAS database for any DEIR references to equivalent data from elsewhere, e.g., seismicity, landslide, liquefaction, etc..

ES-3/4 The ART system has the **ability** to overcome **grade and elevation issues** between LAUS and Dodger Stadium, and would provide **safe, zero-emission, environmentally friendly, and high-capacity transit connectivity** in the Project area that would **reduce greenhouse gas (GHG) emissions** as a result of reduced vehicular congestion in and around Dodger Stadium and on neighborhood streets, arterial roadways, and freeways. The proposed Project would operate daily to **serve existing residents, workers, park users, and visitors** to Los Angeles.

Provide engineering design drawings and calculations and all derived assessment of engineering forces on towers and cableway given the imbalance of cabin loads during specially events with no passengers on one side and full capacity loads on the opposing cableways.

ES-4/2 The proposed Project “alignment” includes the suspended above-grade cables and **cabins** following the position of the Project components along the ART route....

Provide assessment of engineering forces on towers and cableway given the imbalance of cabin loads during specially events with no passengers on one side and full capacity loads on the opposing cableways.

ES-4/4 When complete, the proposed Project would have a maximum capacity of approximately 5,000 people per hour per direction, and the **travel time from LAUS to Dodger Stadium would be approximately seven minutes.**

Provide Gondola loading/unloading/travel timing cycles as part of the overall 23 second/7 minute travel patterns including a time chart for each cycle element.

e.g., Loading/unloading 3 sec / passenger 40p/g = 120sec each for loading and unloading

Provide same cycles including 10% ADA passengers.

ES-4/7 The alignment then crosses over the western edge of the Los Angeles State Historic Park and the Metro L Line (Gold) tracks.

No mention of Buena Vista til pg.3.11/20. Provide currently proposed building outlines for both ground area and heights compared to this Project along with full cabin presents during target events.

ES-10/2 The Dodger Stadium Station....The Project Sponsor **will request consideration** by the Los Angeles Dodgers of the potential for the Dodger Stadium Station to include **a mobility hub**...to access Elysian Park and other nearby neighborhoods, including Solano Canyon.

No specific design or drawings are provided for the mobility hub or for the access to surrounding neighborhoods, and no beneficial effects are proposed for such a hub and accesses. No proposed schedules for LA ART are proposed for daily services, frequencies and loads or for pedestrian/bike/handicapped movements from/to hub and the neighborhoods.

Provide Daily and Daytime schedules, frequencies, and ridership access for non-games days public access.

Provide definition of specific considerations by LAD for non-game day operations and riderships.

ES-10/6 At the Chinatown/State Park Station, cabins would detach from the rope and decelerate to the station speed. Since passenger access would be provided at this station, the cabins would **decelerate to about one foot per second (less than one mile per hour) and the doors would open.**

Provide station speeds schedules and pathways other than zero/dead stop and temporal sequencing for unloading and reloading of 40 passenger each. Provide same for at least 10% ADA related passengers and seniors (65+yr olds).

ES-11/1 Operation of the proposed Project would require approximately 20 personnel. Station attendants would be located within each station to assure safe boarding or to execute stops, if necessary. Attendants would also provide customer interaction and observation; if a passenger needs special assistance, an attendant may either further slow or stop a cabin.

Provide personnel/staffing levels for each Project element during an event operations. Provide for full element operations, e.g., three stations and as to any staff shifting during event operations, e.g., No staff at Park Station and rotating staffs for initial Alameda Out-bounds vs later Stadium outbounds.

Provide Gondola loading/unloading/travel timing cycles as part of the overall 23 second/7 minute travel patterns including a time chart for each cycle element e.g., Loading/unloading 3 sec / passenger 40p/g = 120sec each for loading and unloading

Provide same cycles including 10% ADA passengers.

Provide requirements for agent-initiated stoppage (=0.0fps).

ES-13/2 The proposed Project's stations, junction, towers, and gondola cabins would incorporate energy efficient, **sustainable**, water and waste efficient, and resilient features, **as feasible**. The proposed stations and junction are designed to be open-air buildings, allowing for **passive ventilation strategies** and providing direct access to outdoor air and natural daylight, while also providing adequate shade protection from heat. **The cabins would be ventilated to enhance air quality for passengers.**

Provide definitions for sustainable (40+ years operations) and feasibility calculations.

Provide definition and design for cabin ventilation and for any station ventilation (e.g., fans).

Provide definitions and designs of Passive Ventilation and enclosing solar panels for shading.

ES-13/3 Materials for the stations, junction, and towers would be locally sourced **where possible**, and would include recycled content **where possible**.

Provide conditions for "possible" sourcing and recycled contents, rather than "where feasible".

ES-14 Table ES-1: Proposed Project Construction

Maximum Depth of Drilled Piles **Maximum Depth below pile cap**

Clarify Maximum depth of pile tip = 10ft + 120ft bpc = 130ft bgs

Maximum Depth of Excavation **Provide Maximum Depth to base of pile cap and top of pile**

Amount of Excavation

Provide excavation volume including bulking for pile cap, 10ft depth = 3 cu yd/sq yd plus times surface area.

Provide piles boring/auguring volumes for all Project stations, towers, and junction e.g., = 1 yds x 40yd = 40 cu yd/pile x 25-40 piles = 1000-1600 cu yd, Stn Pile 55-80-125 Exc 2700-6300 cu yd, and Twr Pile 120-125 Exc 1300-6400 cu yd.

Provide clarifications regarding pile depth below ground levels vs pile lengths (feet and below pile cap bottom/floor).

ES-19/1 Furthermore, the existing DSE service operates up to **8 buses per hour**, while the TSM Alternative would require **77 buses per hour**.

Based on 5000-6000 passengers/hour, bus loads would be 65-80 passengers (sitting and standing). Provide a round trip flow chart and process flow (in seconds) including times for unloading/loading, start up and stopping times, and travel times (loaded and unloaded).

Provide comparative table for both cabin- and bus-based alternatives, especially for unloading/loading of single-door-cabins vs double-door-buses and for total cabin/bus seated/standing capacities.

Provide calculations and design requirements for bus-only lane access to Stadium Station site. Provide a Project Alternative and comparisons for single- vs double door cabins/gondolas along with examples of existing operational double-door ART systems worldwide.

ES-19/4 Of the alternatives analyzed in this Draft EIR, ... Although the No Project Alternative would not meet any of the Project Objectives, it would avoid all of the Project's significant impacts, including the Project's significant and unavoidable construction noise and vibration impacts. Conversely, the No Project Alternative would not result in ART **connections between the neighborhoods noted above**. Additionally, VMT and vehicle congestion would not be reduced, and the associated reduction in GHG emissions and air quality improvements would not take place.

Provide non-game days road transportation equivalent to that of the Project. Assume all electric buses with solar shade panels on buses and transit stops.

ES-19/5 Because the TSM Alternative would also avoid the Project's significant and unavoidable impact with respect to construction noise and vibration without the need for mitigation, and would reduce the range of impacts to the greatest extent listed in Table 4-3, it is deemed the Environmentally Superior Alternative. However, the TSM Alternative would not meet the **majority of the Project's Objectives in full or in part**. Conversely, the Spring Street Alignment Alternative would meet all of the Project Objectives.

Provide comparisons of TSM and proposed Project numerical rankings for each Project Objective. Provide required mitigations for full or equivalent compliance for each objective compared to the proposed Project alternative configuration.

ES-22 - ES-84/Table ES-2: Summary of Environmental Impacts

No references to sections/pages/paragraphs.

Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM) without clear references within 62 pages of text tables and columns.

Table provisions are inadequate, incomplete, and unrelatable to the DEIR for public review and comments. Provide revised table including specific page/paragraph references to Project and alternatives descriptions.

ES-29/4 ES 13. SUMMARY OF ENVIRONMENTAL IMPACTS Table ES-2 provides a **summary of the environmental impacts** of the proposed Project evaluated in this Draft EIR. Based on the analysis in Chapter 3.0, Environmental Impact Analysis, **implementation of the proposed Project would result in significant and unavoidable impacts related to Noise and Vibration.**

The Table is not coordinated and referenced with the text to assure consistency and thereby renders the table irrelevant, inadequate, and incomplete for public review and comments. As indicated elsewhere below, significant, unavoidable, and unmitigated impacts would arise in the Hydrology, Geology, Visual, Aesthetics, and Services/Infrastructure elements of DTLA. Provide a fully cross-referenced table with text citations to each sector, and clearly identify significant impacts and required mitigation/compensation.

ES-29/5 Project Design Features (PDFs), while **not necessary** for the **impact significance determination**, are included in Table ES-2 because **they** are inherent in the design of the proposed Project. Best Management Practices, or other measures required by law and/or permit approvals, are also requirements of the proposed Project. Additionally, Mitigation Measures have been identified and are additional actions designed to avoid, minimize, or compensate for significant environmental impacts and are required where significant impacts have been identified based on the analyses in Chapter 3.0 of this document. Where applicable, Mitigation Measures are described on Table ES-2.

54 pages of Table ES-2, while not necessary, are confusing and distractive compared to Chapters 3 and 4 for public reviewing the EIR. Especially distractive when the DEIR repeatedly references preparation of future final design studies and documents and final design conditions based on further site conditions analyses, descriptions, and changes of Project design conditions. Provide fully rectified/cross-referenced table or eliminate.

ES-30 – ES-84 – Table ES-2

No coordination of table summaries and texts (pages/paragraphs). Table is a morass of uncoordinated words in boxes and texts. Totally inadequate and incomplete for public review and comments and purposefully distractive and destructive of meaningful public review/comments.

ES-50 Table ES-2: Summary of Environmental Impacts Geology and Soils
MM-GEO-A: Prepare a **Site-Specific Final Geotechnical Report**. The Project Sponsor shall engage a California-registered geotechnical engineer to prepare and submit a **site-specific final geotechnical investigation and report to the City of Los Angeles for review, consistent with the requirements of the CBC, applicable Los Angeles amendments, and California Geological Survey Special Publication 117 (as amended).** A **site-specific geotechnical exploration program**, along with associated laboratory testing, is necessary to complete a **design-level evaluation of the geologic hazards and conditions, seismic hazards, grading conditions, and foundation capacities.** The **site-specific final geotechnical report** shall provide

a description of the geological and geotechnical conditions at the site;
the findings, conclusions, and mitigation recommendations for potential geologic and seismic hazards;
and

design-level geotechnical **recommendations** in support of grading and foundation design....

recommended measures to reduce potential impacts related to landslides, subsidence, liquefaction, differential settlement, expansive soils, soil corrosivity, or other potential ground failures induced by the proposed Project. ...ES-51...The submittal and approval of the final geotechnical report shall be a condition of the grading and construction permits issued by the City of Los Angeles Department of Building and Safety. The Project Sponsor shall implement the **recommendations** contained in the approved report during project design and **construction.**

Geology and hazards/hazardous materials sections both reference the “Site Specific Final Geotechnical Report” which must be prepared and considered during final pre-construction stages and which will not be available for public review and comments.

This current discussion of impacts clearly is biased, vague, inadequate, and incomplete for descriptions and assessments and not provided by qualified specialists.

Provide a sites specific geotechnical report based on actual borehole and sediments/groundwater chemical analyses as part of a revised/subsequent Environmental Impact Report for the Project. Current literature reviews and discussions do not include Metro’s extensive experiences with soil and groundwater contamination experienced during construction of the Red Line Station at

Union Station which required millions of additional change-order costs, major groundwater collection and treatment of contaminated groundwater. Then experiences indicated that methane, numerous hydrocarbons, and creosote had sources between Chavez and Broadway from oil fields, oil processing facilities, railroad yards, and railroad ties/wood soaking pits. Provide review of existing conditions and potential impacts from foundations/pile caps, pile drilling, and pile placement/formation at each tower and project support features. Provide geotechnical/chemical composition testing and drilling/sampling in at least four borings per tower and revise the Project area description and impact assessment accordingly.

ES-52 A PRMMP **shall** be developed by a qualified paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The plan **shall** apply to paleontologically sensitive deposits, including older Quaternary alluvium and Puente formation deposits, that may be impacted by the proposed Project, as determined by a qualified paleontologist in consultation with the construction team and guided by geotechnical coring. The qualified paleontologist **shall** supervise the paleontological monitor, who **shall** be present during construction excavations into older Quaternary alluvial deposits and Miocene Puente formation deposits. Monitoring **shall** consist of visually inspecting fresh exposures of rock for larger fossil remains, and where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections **shall** be determined by the paleontologist, and **shall** be based on the rate of ground-disturbing activities, the material being excavated, and the depth of excavation; and if found, the abundance and type of paleontological materials. If any paleontological materials are found, the paleontological monitor **shall** temporarily divert or redirect ground-disturbing activities in the area of the exposed fossil to facilitate evaluation, and if necessary, salvage. The paleontologist **shall** assess the discovered material(s) and provide a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Project Sponsor **shall** comply with the recommendations of the...53...evaluating paleontologist, and ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the paleontologist's satisfaction. If paleontological materials are found, the paleontologist **shall** prepare a report identifying the resource and the recommendations proposed and implemented, within 1 year of completion of the fieldwork. A copy of the report **shall** be submitted to the Los Angeles County Natural History Museum.

Compared to 6-37/1 "Mitigation Measures GEO-A (prepared a site-specific final geotechnical report) and GEO-B (prepare a paleontological resource monitoring and mitigation plan (PRMMP)) **would** also be implemented."

Unlike other future mitigation measures, the PRMMP is laced with "shall" rather than "would" although no such document is or would be available for public review and comments prior to approval of the Project by Metro Board. Provide all mitigation measures with "shall" and remove any conditional instructions as a required and dependent condition for all impact assessments. Provide a thoroughly revised and supplemented Subsequent Draft Environmental Report (S-DEIR) for public review and comments.

ES-53 MM-HAZ-A: Prepare a Soil and Groundwater Management Plan. The Project Sponsor **shall** retain a qualified environmental consultant to **prepare a Soil and Groundwater Management Plan prior to** any re-grading, decommissioning, or construction activities. The Soil and Groundwater Management Plan **would be prepared** and implemented to specify methods for handling and disposal in the event contaminated groundwater, contaminated soil, or structures are encountered during Project construction. The Soil and Groundwater Management Plan **shall** provide a summary of...54...the environmental conditions at each Project component site, including stations and towers.

The Soil and Groundwater Management Plan **shall** include methods and procedures for sampling and analyzing soils and/or groundwater to classify them as either hazardous or non-hazardous; and if identified as hazardous, **shall** include additional methods and procedures for the proper handling and removal of impacted soils and/or groundwater for off-site disposal and/or recycle.

Methods and procedures in the Soil and Groundwater Management Plan **shall** be in accordance with current federal, state, and local regulations, and be protective of workers and the environment.

Unlike other future mitigation measures, the S&GWMP is laced with some "shall" and a "would", although no such document is or would be available for public review and comments prior to approval of the Project by Metro Board.

Provide a S&GWMP with all mitigation measures with "shall" and remove any conditional instructions as a required and dependent condition for all impact assessments.

1-1/4 The aerial gondola system would consist of cables, three passenger stations, a non-passenger junction, towers, and gondola cabins. When complete, the proposed Project would have a maximum capacity of approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately **seven minutes**.

Attempts to confirm passenger transport requires more specific information than provided, the DEIR is inadequate to confirm Project capacities and therefore is incomplete and inadequate for public review and comments.

Provide full engineering drawings for any type of gondolas to be used for this Project and demonstrate typical event passenger positions and the total number of passengers to be safely transported.

Provide a numerical and timed flow chart for passenger conveyance from Alameda to Stadium stations using 420 seconds for total trips (including loading/unloading, seating/standing, Park Station stops/goes and other identifiable activities).

1-1/6 1.2 PURPOSE OF THIS DRAFT ENVIRONMENTAL IMPACT REPORT In accordance with Sections 15050 and 15367 of the CEQA Guidelines, Metro is the **Lead Agency for the proposed Project**, and has the principal responsibility for approving the proposed Project. This Draft EIR has been prepared for the following purposes:

Given the number of agencies involved in Project, absence of an Memorandum of Agreement/Understanding must be provided especially for the responsibilities and origins of design and engineering aspects, without such the DEIR is incomplete and inadequate for CEQA.

Provide MOA/MOU regarding Lead Agency agreement, parties, status, and responsibilities.

Provide MOA with LACity-DPW, DOT, DB&S.

Provide submission date for DEIR and NOA via SCH/OPR. NOP was issued to SCH but not so far for NOA/EIR.

Provide MOA of Metro and Calif. State Lands Commission.

1-2/2 • To inform public, agency decision makers and the public of the environmental effects of the proposed Project, including

any **significant** environmental effects, as well as
possible ways to minimize those significant effects, and
reasonable alternatives to the proposed Project.

• To enable Metro to consider environmental consequences when deciding whether to approve the proposed Project.

• To enable other **responsible public agencies** that must approve activities undertaken with respect to the proposed Project, including permits and other approvals,
to consider the environmental effects of the proposed Project.

Given the number of agencies involved in Project, absence of an Memorandum of Agreement/Understanding must be provided especially for the responsibilities and origins of design and engineering aspects, without such the DEIR is incomplete and inadequate for CEQA.

Provide definitions and requirements for use of Possible vs Feasible,

Provide draft MMRP for summary of mitigation and enforcement.

Provide contracts (drafts of issued) for inspection and construction operations.

Provide drafts of Preliminary/Final Design Documents and their use in construction contracts.

Provide a thoroughly revised and supplemented Subsequent Draft Environmental Report (S-DEIR) for public review and comments.

1-2/3 As described in CEQA and the **CEQA Guidelines**, lead agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, **where feasible**. For some effects, significant environmental impacts cannot be mitigated to a level considered less than significant; in such cases, impacts are considered significant and unavoidable. In discharging this duty, a lead agency has an obligation to **balance the economic, social, technological, legal, and other benefits** of a project against its significant unavoidable impacts on the environment. This Draft EIR is an informational document, designed

to **identify the potentially significant impacts** of the proposed Project on the environment;
to indicate the manner in which those **significant impacts can be minimized**;

to identify **reasonable and potentially feasible alternatives** to the proposed Project that would avoid or reduce the significant impacts; and
to identify any significant unavoidable adverse **impacts that cannot be mitigated**.

Provide Citations/References list including specific page and paragraph for each document reference.

Provide clear definition of feasible and economic benefits, including costs/financials/fiscal aspect and apply same to all aspects of the Project.

Provide financial assessments of all construction and operations activities and public/private cost/economic sharing/distributions.

Provide financial and economic analyses for first five years of operations after stated targets of event ridership are attained.

Provide summary list of all significant impacts based on current level of design and those following detailed construction design documentation.

Provide a thoroughly revised and supplemented Subsequent Draft Environmental Report (S-DEIR) for public review and comments.

1-2/4 1.3 CEQA RESPONSIBLE AND TRUSTEE AGENCIES

The information in this Draft EIR may also be used by other agencies involved with the Project that have a responsibility under CEQA, including but not limited to, the following:

- California Department of Parks and Recreation
- California Department of Transportation
- City of Los Angeles

Provide a list of all agency and the lead-agency agreements (MOA/MOU) and all assigned responsibilities for each and for Metro/MTA.

Provide all funding requirements and assignments for full implementation of construction and initial operations for each responsible agency.

Provide a list of organizations and assignees for LA City Boards/Commissions and Dept.s of Transportation, Building and Safety, and Public Works (City Engineer, Bureaus of Street Services and Engineering).

For CEQA OPR/SCH# SCH# 2020100007, Add County departments (DPW, DRP, LASD, etc).

Provide a thoroughly revised and supplemented Subsequent Draft Environmental Report (S-DEIR) for public review and comments.

2-42/2 During peak operations, the proposed Project would carry up to approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately seven minutes. The cabins would move at a maximum speed of **13.4 miles per hour** with headways of **approximately 23 seconds**, which represents the time between cabins.

40 passengers/gondola loading in 19sec w/ 2sec / closing and opening doors = 4 pass/sec 40 out =10sec + 40 in = 9sec

Provide a quantified flowchart/model for a single RT Cabin travel with speeds and durations to confirm the stated speeds and headways, along with durations of travel, stopping/starting, loading/unloading, and total RT.

Provide a thoroughly revised and supplemented Subsequent Draft Environmental Report (S-DEIR) for public review and comments.

2-9/5 2.3.6 Project Purpose, Need, and Objectives

Remove “Need” which is a federal NEPA replacement for Objective-CEQA, perhaps replace all “Purposes” with “Goals”.

2-10/1 2.3.7 Purpose and Need

2-12/1 Within two hours prior to the start of and after a game or event at Dodger Stadium, more than 10,000 people could be transported to the stadium via the proposed Project. The average attendance at a Dodger game was approximately 49,000 for the 2019 season.¹⁸ Given the capacity of this system, approximately 20 percent of the fans could take aerial transit connected to Metro’s regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Remove “Need” which is a federal NEPA replacement for Objective-CEQA, perhaps replace all “Purposes” with “Goals”.

2-12/4 2.3.8 Project Objectives

Provide clear and quantifiable definitions of Goals/Purposes, their directly related objectives, and the policies/programs related thereto for the specifics of this Project and its alternatives. Provide a thoroughly revised and supplemented Subsequent Draft Environmental Report (S-DEIR) for public review and comments.

3.5-1/1 3.5 CULTURAL RESOURCES This section evaluates the potential impacts of the proposed Project as it relates to cultural resources, including built resources and archaeological resources. The analysis in this section is **based in part** on information contained in the Archaeological and Paleontological Resources Assessment for the...Project and the Historical Resource Technical Report for the...Project prepared for the proposed Project (Appendices F and G of this Draft EIR, respectively).

Provide specific page/par citations for all base information for this description and assessment. Provide a mandatory Mitigation, Monitoring, and Report Plan, including recovery of significant remains for all foundation and piling construction activities.

3.5-24/1 Overall, the mitigation measures discussed above **would ensure** that the proposed Project, **when combined with other related projects**, would not result in significant impacts to historic resources. Therefore, cumulative impacts with respect to historic resources would be less than significant.

No identification of “other related projects” has been provided related to either historic, archaeological, or paleontological resources. Use of conditionals for assurances is vague and uncommittable for this and any other environmental sector. Provide replacements of “shall” for all “would’s”.

3.7-1/3 Before a project can be permitted, a geologic investigation is required to demonstrate that proposed buildings would not be constructed across active faults capable of surface fault rupture. An evaluation and written report of a specific site **must be prepared** by a licensed geologist. If an **active fault capable of surface fault rupture** is found, a structure for **human occupancy** cannot be placed over the trace of the fault, and must be **set back from the fault (generally 50 feet)**.¹² **Because no active faults capable of surface rupture cross the Project alignment, a fault investigation is not required.** The **fault closest** to the Project alignment is the Elysian Park fault. The Upper Elysian Park fault is a north-to-northeast-dipping fault that underlies the northern Los Angeles basin from Griffith Park to Garvey Reservoir. **However, the Elysian Park fault is a blind thrust fault, which means it is not capable of surface fault rupture, and therefore is not subject to the conditions of the Alquist-Priolo Act.**

The Project is planned for elements (Stadium and Park Stations, Broadway Junction, & SR-110 Tower) to be located “Within Fault Zone” (ZIMAS) on the surface of the Upper Elysian Park Fault. As a signatory agency for this Project, such assignment of seismic hazards to the ground for this Project must be considered reliable and worthy of evaluation and assessment. The Project must provide a thorough review of the ZIMAS backup/-ground for the Upper Elysian Park Fault. Such review must be available for public review and comments under CEQA and therefore must be included in the supplemental/subsequent DEIR.

3.7-11/1 Additionally, the Stadium Tower and Dodger Stadium Station sites are in a **City-designated hillside area**, which increases the sites’ potential susceptibility to landslides.¹⁶ Because of the steep slopes and high seismicity in the vicinity of the proposed Stadium Tower and the...Stadium Station, the potential for earthquake-induced slope failure **could be considered moderate to high** in the landslide hazard zone. FN\16 City of Los Angeles. Zone Information and Map Access (ZIMAS). Interactive map available at: <http://zimas.lacity.org/>. Accessed August 2022.

Provide map of “City-Designated Hillside Area” including various failure considerations mentioned and pertinent references for such. Such review must be provided for public review and comments under CEQA and therefore must be included in the supplemental/subsequent DEIR.

3.7-11/2 3.7.2.6 Subsidence Subsidence is the loss of surface elevation due to the removal of subsurface support. Subsidence is caused by the reduction of pore space in the ground that was formerly

occupied by a fluid such as water or oil, caused by activities that contribute to the loss of support materials within the underlying soils, such as agricultural practices or the overdraft of an aquifer. The existing alluvium of the Project area is susceptible to collapse or settlements; therefore, there is a moderate potential for subsidence to occur.

No factual backup is provided for such statements, nor is any reference provided for both the alluvial and bedrock areas of the alignment.

Provide all LiDAR sources and topographic reference materials and conduct assessments of past and thereby potential future subsidence of ground surfaces along the alignment and at each ground facility to be constructed. Provide review of past and potentials for subsidences at all ground facilities sites, especially those within the Elysian Park Fault surface zones (ZIMAS).

Provide estimates of dewatering requirements for towers, junction, and stations.

Such assessments and reviews must be provided for public review and comments under CEQA and therefore must be included in the supplemental/subsequent DEIR.

3.7-8/1 The southern California area contains numerous active and potentially active earthquake faults....**The Project site is not in a State of California Earthquake Fault Zone for known Holocene active faults capable of fault surface rupture, or in an Alquist-Priolo Earthquake Fault Zone.**¹³
The Project must provide a thorough review of the ZIMAS backup/-ground for the Upper Elysian Park Fault. Such review must be provided for public review and comments under CEQA and therefore must be included in the supplemental/subsequent DEIR.

3.7-8/2 The fault closest to the Project site is the Elysian Park fault. According to the **U.S. Geological Survey Quaternary fault and fold database**, the location of the Upper Elysian Park fault is inferred to cross under the alignment. The Upper Elysian Park fault is a north-to-northeast-dipping fault that underlies the northern Los Angeles basin from Griffith Park to Garvey Reservoir [Monterey Park]. However, the Elysian Park fault is a blind thrust fault, which means it is not capable of surface fault rupture,....The Elysian Park thrust fault is considered to be seismogenic (capable of generating earthquakes) from a depth of approximately 2 miles below ground surface in the south-southwest, to approximately 10 miles below ground surface in the north-northeast.

Provide reference to USGS Quaternary fault and fold database.

The Project is planned and located for Project elements (Stadium and Park Stations, Broadway Junction, & SR-110 Tower) to be located "Within Fault Zone" (ZIMAS) on the surface of the Upper Elysian Park Fault.

As a signatory agency for this Project, such assignment of seismic hazards to the ground for this Project must be considered reliable and worthy of evaluation and assessment.

The Project must provide a thorough review of the ZIMAS backup/-ground for the Upper Elysian Park Fault. Such review must be available for public review and comments under CEQA and therefore must be included in the supplemental/subsequent DEIR.

All areas south of Broadway are indicated by ZIMAS as being subject to liquefaction during an earthquake. Provide all engineering design consideration for liquefaction, subsidence, and shaking from a 6.4 magnitude earthquake in the Upper Elysian Park Fault.

Provide a thoroughly revised and supplemented Subsequent Draft Environmental Report (S-DEIR) for public review and comments.

3.7-11/2 3.7.2.6 Subsidence Subsidence is the loss of surface elevation due to the removal of subsurface support. Subsidence is caused by the reduction of pore space in the ground that was formerly occupied by a fluid such as water or oil, caused by activities that contribute to the loss of support materials within the underlying soils.... The existing alluvium of the Project area is susceptible to collapse or settlements; therefore, there is a moderate potential for subsidence to occur.

EIR does not mention any subsidence experienced over the Union Station and Los Angeles Oil Fields and their production.

As these fields and their underlying reservoirs were not subject to injection and other returns of fluids/pressures, subsidence would be assumed to be dominant, and the DEIR would be considered incomplete and inadequate.

Provide a review and engineering considerations for an earthquake on the Upper Elysian Park Fault and associated impacts from liquefaction and subsidence associated for the Project.

3.7-11/4 The majority of the Project area is on the floodplain of the Los Angeles River and its tributaries: Cemetery Ravine, and Chavez Ravine. As shown in Figure 3.7-1, the geologic unit for the Project area is mapped as **younger Quaternary alluvium**, and consists of unconsolidated deposits of silt, sand, and gravel deposited relatively **recently** by the meandering Los Angeles River and its tributaries. The sediments were deposited during the **Holocene**, within the **last approximately 11,700 years**, and are therefore **too young to typically contain significant fossil deposits**. Along the Los Angeles River, the younger Quaternary deposits **can be** tens of feet thick.

DEIR requires facts rather than conjecture and possibilities; DEIR requires borings and samplings at each tower/station/junction sites, and assessment of ages and potential scientific importance of fossil contained within each site.

Provide 1-4 borings for each construction site and assess for pollen, wood, micro-fossils, and bone fragments

Provide usage of consistent terms, younger Quaternary or Holocene or <11,700 years old, throughout the document. Encountering of any remains would be significant as Paleoindian deposits are known from more than 10,000 years old and associated with mammoth elephants.

Provide a thoroughly revised and supplemented Subsequent Draft Environmental Report (S-DEIR) for public review and comments.

Mitigation Measures GEO-A (prepared a site-specific final geotechnical report) and GEO-B (prepare a paleontological resource monitoring and mitigation plan (PRMMP)) **would also be implemented.**

Use of conditionals for mitigation renders the document inadequate. Provide an adequate and well-established MMP for paleontological and archaeological remains and include as required plans before certification of the CEQA documents and processes..

3.7-12/4 / 71/2 There are also significant fossil deposits in the Miocene Puente Formation near the Area of Direct Impacts. Northeast of the Area of Direct Impacts, near the intersection of North San Fernando Road and Humboldt Street, a fossil snake mackerel....At locality LACM 4967, just outside the Project area in Elysian Park, an extinct fossil herring (*Clupea tiejei*) was recovered. Fossil fish and marine mammals are commonly found at localities in the Puente Formation, which is considered to have a **high sensitivity for significant fossil remains.**

Identify potential significant impacts for paleontological remains for the Broadway Junction, Tower, and Stadium Station construction and mitigation provided by an adequate MMP for paleontological resources and specifically for excavations and pile borings for these sites.

Provide for thorough investigation of boring samples for ostracodes, diatoms, and foraminifera within Project sites.

Provide results for potential and mitigation from Buena Vista Project investigations.

Provide a thoroughly revised and supplemented Subsequent Draft Environmental Report (S-DEIR) for public review and comments.

3.7-14/1 As discussed above, the Elysian Park fault traverses the Project area; however, it is a blind thrust fault, which means it is **not capable of surface fault rupture**. Accordingly, the risk of surface rupture due to faulting is **considered low**. Construction of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. **Impacts related to rupture of a known earthquake fault would be less than significant.**

The EIR is totally inadequate and incomplete, as the City of Los Angeles ZIMAS (DCP) Database clearly designates northern half (north of College St. to Casanova St.) of the Project route within the "Fault Zone" of the Upper Elysian Park North Fault in surface parcels.

As a signatory agency for this Project, such LA City assignment of seismic hazards to the ground for this Project must be considered reliable and worthy of evaluation and assessment.

The Project must provide a thorough review of the ZIMAS backup/-ground for the Upper Elysian Park Fault. Such review must be available for public review and comments under CEQA and therefore must be included in the supplemental/subsequent DEIR.

All areas south of Broadway are indicated by ZIMAS as being subject to liquefaction during an earthquake. Provide all engineering design consideration for liquefaction, subsidence, and shaking from a 6.4 magnitude earthquake in the Upper Elysian Park Fault.

3.7-14/2 The Alameda Station,...are in an area mapped as potentially subject to liquefaction, as shown on Figure 3.7-2. The **Stadium Tower and Dodger Stadium Station are approximately 20 feet and 60 feet from a mapped liquefaction zone, respectively.**

The EIR is totally inadequate and incomplete, as the City of Los Angeles ZIMAS (DCP) Database clearly designates the parcel including the tower and station as being subject to landslides AND liquefaction and being within the “Fault Zone” for the Upper Elysian Park North Fault.

3.7-14/2 Liquefaction-induced settlement can occur during a seismic event, but can also be **exacerbated by increased loading during construction activities.** Because there is potential for liquefaction-induced settlement and collapse during a strong to severe ground-shaking event, damage to on-site structures and infrastructure could occur during construction of the proposed Project. Therefore, **impacts related to strong seismic ground shaking, seismic-related ground failure, and/or liquefaction during construction of the proposed Project would be potentially significant.**

Seismic impacts on the Project facilities would be significant if occurring during construction but would even be more significant if occurring during operations and especially during a game day operations. Provide revised DEIR and add “operations” of at least 50 years. Provide Project safety and operations response plans to the DEIR and Mitigation, Monitoring and Report Plan. Although stated as “potentially significant”, the DEIR does not clearly identify such as significant, only noise and vibration. Revise throughout the DEIR to include seismic impacts as significant and provide for suitable mitigation measures in the subsequent/supplement DEIR when recirculated.

3.7-14/3 The proposed Project...**would** ensure structural integrity and safe construction. Additionally, Mitigation Measure GEO-A, **development of a site-specific geotechnical investigation and report to be approved by the City of Los Angeles, would be required.** The geotechnical investigation and report **would include geotechnical recommendations** for project design and construction. **With compliance to existing standards and codes and implementation of Mitigation Measure GEO-A, impacts related to the strong seismic ground shaking, seismic-related ground failure, and/or liquefaction during construction of the proposed Project would be reduced to less than significant.**

Conditional references and allusions to future studies and assessment cannot be considered as Project commitments especially as no design nor construction contract designs and specifications have been provided. Provide contract specifications and drawings to confirm “recommendations” will be incorporated into the Design and into the construction contract documents.

As the investigation, report, and recommendations are not part of the current DEIR, they cannot be considered in the review for completeness and adequacy and the potential for seismic related impacts must be considered significant and the DEIR must be considered as incomplete and inadequate.

Once provided, the DEIR must be recirculated as a supplement, subsequent DEIR for public review and comments.

3.7-15/1 Therefore, impacts related to earthquake-induced slope failure **could be considered moderately significant to significant.** However, **compliance with existing laws and regulations,** and implementation of **Mitigation Measure GEO-A,** requiring the development and implementation of **geotechnical recommendations** to be incorporated into the **design plans and specifications,** including applicable site stabilization based on grading conditions and foundation capacities, would prevent instability of the slope during construction, and **reduce impacts to less than significant** under the proposed Project.

Based on ZIMAS assignments of the Elysian Fault Zone. Provide description and assessment for facilities located in the LA City-documented fault zone and liquefaction/landslide risks.

Provide technical evaluation of current designs for a proposed 6.4 magnitude earthquake at >10,000 depth, and specifically the effects on a gondola with 40 passengers between Park Station and Broadway Tower.

As the investigation, report, and recommendations are not part of the current DEIR, they cannot be considered in the review for completeness and adequacy and the potential for seismic related impacts must be considered significant and the DEIR must be considered as incomplete and inadequate. Once provided, the DEIR maybe recirculated as a supplement, subsequent DEIR for public review and comments.

3.7-15/3 In addition, the proposed Project **would adhere to its Emergency Operations Plan**, as described in Chapter 2, Project Description....**would include emergency response protocols**, and **would** state that in the event of a major earthquake, the system **would** be fully evacuated and shut down, and would not operate. The proposed Project **would be designed and constructed** in accordance with applicable building codes, and therefore **would not directly or indirectly cause potential substantial adverse effects**, including the risk of loss, injury, or death involving rupture of a known earthquake fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides, and the impact **would be less than significant**.

No draft EOP has been provided and references to it are incomplete, inadequate, and conditional without any public review or comments. Provide a draft Emergency Operations/Response Plan within the EIR and recirculate EIR.

Provide definition of “potential”, “substantial”, and adverse effects.

As mentioned, once the system is shutdown, provide detailed response plan to remove 30-40 passengers from a gondola above the Park.

As the Plan, protocols, report, plans, designs, and recommendations are not part of the current DEIR, they cannot be considered in the review for completeness and adequacy and the potential for seismic related impacts must be considered significant and the DEIR must be considered as incomplete and inadequate. Once provided, the DEIR maybe recirculated as a supplement, subsequent DEIR for public review and comments.

3.7-19/5 Construction Impacts Less Than Significant Impact with Mitigation. Surface deposits in the majority of the proposed Project alignment and surrounding area consist of **younger Quaternary alluvium** deposited by the Los Angeles River. These deposits are younger than 10,000 years, and have a **low probability of yielding scientifically significant fossils**....deposits are underlain with older Quaternary Alluvium and Miocene Monterey or Puente Formation, where fossils have been encountered at depths ranging from 35 feet to 100 feet at locations southeast and northeast of the Project site. An **assessment of paleontological resources** in the Project vicinity indicated that older Quaternary alluvium is expected to be present at **differential** depths in the Project area. **Construction work is anticipated to reach up to 125 feet in depth for installation of the piles and an excavation depth of up to 10 feet**, except for at the proposed Dodger Stadium Station, which has an excavation depth of 42 feet, and therefore may encounter paleontological deposits.

Differential/different spelling error for depths of pile cap block and tops of piles beneath the capping block.

Revise as pile-caps are estimated to be based at about 10ft below ground surface and piles extend from the base of the pile-cap to 125 ft below the base, = 135ft below ground surface.

Younger Quaternary (Holocene) deposits, south of Broadway, are known to contain “paleo-indian” remains and artifacts elsewhere in the US and California. Paleo-indian remains and artifacts could be encountered during pile borings. Similarly at depths of 5-feet and deeper American Indian remains and artifacts could be expected.

Provide for archaeological monitoring and protection programs for all foundation excavations and representative sampling of produced debris for all pile boring at all Project sites, and a special paleontological and archaeological monitoring program be required for the Stadium Station and SR-110 Tower.

3.7-20/1 To avoid potentially high sensitivity areas for paleontological resources, or in the event paleontological resources are encountered, implementation of **Mitigation Measure GEO-B** would minimize impacts that would directly or indirectly destroy a **unique paleontological resource or site**, or unique geologic feature. **Mitigation Measure GEO-B would require the development of a Paleontological Resources Monitoring and Mitigation Plan (PRMMP)** to provide direction on the identification of high-sensitivity areas and appropriate monitoring, excavation, and preservation processes during construction excavation activities. With the implementation of **Mitigation Measure GEO-B**, **impacts related to paleontological resources would be reduced to less than significant**.

The Mitigation Measure requires additional studies before construction and development of a specific PRMMP monitoring and reporting plan to mitigate potential significant impacts for fossils.

A tentative “mitigation measure” does not provide adequate nor complete mitigation or compensation for potential paleontological impacts from excavations for towers and stations

foundations and >100 borings for piles. Provide a draft PRMMP for all excavations deeper than 3ft and recirculate DEIR.

As no PRMMP is available for review, revision, and comments, the impacts on paleontological resources must be considered as greater than significant, or at least “significant”. With the supplemental provision of the MMGeo-B and PRMMP, such impacts maybe mitigated but not without the full reports for public review and comments.

3.7-20/3 3.7.5 Mitigation Measures The following mitigation measures are **proposed to reduce** significant impacts related to geology and soils to a level that is **less than significant**.

MM-GEO-A: Prepare a Site-Specific Final Geotechnical Report: The Project Sponsor shall engage a California-registered geotechnical engineer to prepare and submit a site-specific final geotechnical **investigation and report** to the City of Los Angeles for review, consistent with the requirements of the CBC, applicable Los Angeles amendments, and California Geological Survey Special Publication 117 (as amended).

As proposed the provision of a future FINAL geotechnical investigation and report does not mitigate impacts and does not provide for public review and comments on the adequacy of the future document. Provide a site specific (for each excavation site) investigation and a Geotechnical Report based on at least four borings to the same or deeper depths than the proposed 100+foot soldier piles and recirculate the augmented DEIR for public review and comments.

Impacts on geological resources must be considered as greater than significant, or at least “significant” until such a report has been provided. With the supplemental provision of the MMGeo-B and PRMMP, such impacts maybe mitigated but not without the full reports for public review and comments. Geological impacts must be considered as significant until such a report is available.

3.7-21/2 Implementation of Mitigation Measure GEO-B **would include the preparation of a PRMMP** to provide direction on the identification of high sensitivity areas for paleontological resources and appropriate monitoring, excavation, and preservation processes during construction activities. **Upon implementation of Mitigation Measures GEO-A and GEO-B**, significant impacts related to geology and soils would be reduced to less than significant.

Therefore only after implementation of the MM-GEO-A/B including their public presentation can impacts be considered “less than significant”. Therefore the DEIR must be considered incomplete as the MM-GEO-A/B have not been prepared, reviewed, nor implemented. Provide the mitigation monitoring and report plan for all geological, paleontological, and archeological resources sectors along with mandatory requirements for agencies and contractors. Provide complete and adequate MM-GEO-A/B as part of the FEIR or as part of a SEIR.

3.9-1/1 Hazards and Hazardous Materials This section evaluates the potential impacts related to hazards and hazardous materials from construction, operation, and maintenance of the proposed Project. This section is based in part on the Phase I Environmental Site Assessment (ESA) that was prepared for the proposed Project by AECOM in July 2022 (Appendix K of this Draft EIR). The environmental regulatory database report and records review prepared for the proposed Project in April 2022 is provided in Section 6 of Appendix K.

The “database report” is not based on specific borings at the Project’s tower, junction, and station locations and in the vicinity of proposed foundation and piling sites for towers and stations. And thus the DEIR is inadequate and incomplete for the geotechnical setting of hazardous materials. The same situation occurred for the excavation of the Union Station and US-Yard tunnels which lead to major contaminations and massive change orders for mitigation of groundwater and soils contaminations. Provide specific citations (appendix, page, and paragraphs) when referencing other sources and add such information herein.

Provide four borings and appropriate gas, fluids, and soil monitoring and samples for analyses of hazardous materials and potential impacts from such during excavations and boring at each of the Project tower/station sites prior to certification of the FEIR.

Provide a thoroughly revised and supplemented Subsequent Draft Environmental Report (S-DEIR) for public review and comments.

3.9-10/1 City of Los Angeles Municipal Code The Los Angeles Municipal Code, Chapter IX (Building Regulations), Article 1 (Buildings), Division 71 (Methane Seepage Regulations), commonly known as the City Methane Ordinance **No references**, describes methane testing and control requirements based on building type, building use/occupation, and whether a structure is in a methane zone or buffer zone. Requirements for new construction in such zones include methane gas sampling; and depending on the detected concentrations of methane and gas pressure at the site, application of design remedies for reducing potential methane impacts **No references**. The **City has prepared a map** of methane zones and methane buffer areas in the City **No references**. The proposed Project alignment crosses a methane zone and buffer zone and **may require site-specific methane testing** for particular structures, depending on the final architectural design.

Entire paragraph is incomplete and inadequate for this DEIR. No references/mentions (report/pg/par) are to given to ZIMAS where parcel-parcel notations are given as to presence in methane or buffer zones.

As known and designated gas zones lie within the Project area and construction site, methane gas issues must be considered significant and require an appropriate mitigation program in a supplemental/subsequent DEIR.

Provide for a thorough review and provisions of all relevant references are provided. Provide a gas survey of each site with gas probes/boring and their analyses and assessments. Provide such along with pertinent mitigation measures for a supplemental/subsequent DEIR.

3.9-10 22/6 Division 71 (Methane Seepage Regulations) describes methane testing and mitigation requirements based on building type, building use/occupation, and whether a structure is located within a methane zone or buffer zone. The proposed Project alignment crosses a methane zone and buffer zone and **may require site-specific methane testing** for particular structures, depending on the **final architectural design**.

As known and LA City designated gas zones lie beneath the Project area and construction sites, methane gas issues must be considered significant and require an appropriate mitigation program in a supplemental/subsequent DEIR.

Provide final Project designs and documents, their description, and their bases for draft Mitigation, Monitoring, and Reporting Plans for public review and comments prior to preparation of the Project FEIR.

Provide for a thorough review and provisions of all relevant references are provided. Provide a gas survey of each site with gas probes/boring and their analyses and assessments. Provide such along with pertinent mitigation measures for a supplemental/subsequent DEIR.

3.9-18/2 3 Methane Zones Methane zones are usually a result of naturally occurring tar and crude oil, or shallow soil contamination by old oil drilling wells. ...Non-pressurized methane is not normally problematic **if properly monitored and controlled per Cal/OSHA regulations**. ...Methane **and associated oil field gas** exposure to workers during construction can be hazardous at higher levels, especially in confined spaces. In addition, methane seepage can result in an explosion if an adequate concentration of methane gas exists where combustion is possible.

During 1985 Ross Dress for Less Store Explosion, RTD/Construction Management staff for Phase 1 Red Line assisted LAFD in monitoring, control, and treatment of methane leakage and fire and such activities laid base for the Methane Gas ordinances and restrictions.

Methane and Methane-buffer zones are identified for all Project sites, except for Alameda Station. Revise/recirculate the DEIR based on significant impacts related to methane for the Project. Provide MMRP within the SDEIR for the Project sites in methane and methane-buffer zones based on gases found in soils/boring of each Project site for public review and comments of the recirculated DEIR.

3.9-18/3 Methane gas is known to be generated in the **area**. The City of Los Angeles Department of Building and Safety's Los Angeles Methane Zone Map categorizes two types of zones: Methane Zones and Methane Buffer Zones...based on the proximity to a methane gas source. According to the City of Los Angeles Department of Building and Safety maps, portions of the proposed Project alignment pass through identified Methane Zones and/or Methane Buffer Zones (Figure 3.9-1). The proposed Chinatown/State Park Station, Broadway Junction, Alpine Tower, and Stadium Tower are in a Methane Zone and/or Methane Buffer Zone.

RTD/MTA project experience of Red Line Phase 1 Union Station Tunnel/Station construction included major change orders for groundwater and methane, creosote, and hydrogen sulfide gases released from groundwater and dry soils.

Methane and Methane-buffer zones are identified for all Project sites, except for Alameda Station. Revise/recirculate the DEIR based on significant impacts related to methane for the Project. Provide MMRP within the SDEIR for the Project sites in methane and methane-buffer zones based on gases found in soils/boring of each Project site for public review and comments of the recirculated DEIR.

3.9-19/Fig.3.9-1: Methane Zones Within the Project Area

No source for figure is provided as reference and hazard zone seems different from CalGEM boundaries for the Los Angeles Oil Field, and map appears to also differ from parcel designations in ZIMAS. Provide references for all gas issues.

Provide sources and analyses for development of map. Provide comparison with ZIMAS and basis for comparisons and mitigative requirements for safe construction of the Project.

3.9-26/3 As shown in Figure 3.9-1, ...portions of the proposed Project alignment pass through Methane Zones and/or Methane Buffer Zones....Chinatown/State Park Station, Broadway Junction, Alpine Tower, and Stadium Tower are in a Methane Zone and/or Methane Buffer Zone....usually a result of naturally occurring tar and crude oil, or shallow soil contamination by old oil-drilling wells. Non-pressurized methane is not normally problematic **if properly monitored and controlled**.... If the gas accumulates to **high concentrations** and becomes pressurized, detectable levels may enter the interior of a structure through cracks or other penetrations present in floor slabs.

Given methane's buoyancy, the gas must be pressurized or contained or released in massive volumes in order to reach monitorable levels. Provide MTA/Metro action levels for construction sites and for publicly occupied/used areas, e.g., gas alarm levels for Red Line tunnel, Union Station-Civic Center.

Provide borehole monitoring for 24 hours and of at least borings within the excavation areas for stations, junction, and towers.

Revise/recirculate the DEIR based on significant impacts related to methane for the Project.

Provide MMRP within the SDEIR for the Project sites in methane and methane-buffer zones based on gases found in soils/boring of each Project site for public review and comments of the recirculated DEIR.

3.9-26/4 Methane exposure to workers during construction **can be hazardous at higher levels**, especially in confined spaces. In addition, methane seepage can result in an explosion if an adequate concentration of methane gas exists where combustion is possible. The anticipated construction methods for the proposed Project involve relatively shallow and wide excavations and **would not be considered confined spaces**; therefore, this reduces the likelihood of construction workers being exposed to methane gas concentrations that **would be hazardous due to inhalation**. Further, construction activities and workers **would be required** to comply with OSHA and Cal/OSHA regulations, including but not limited to 29 CFR Section 1926.55 and 8 CCR Section 5416, **to develop and enforce workplace safety standards and ensure worker safety during construction**, and project **contractors would be required to comply with OSHA and Cal/OSHA regulations** regarding any potential construction activities that may cause methane release.

Provide approved MTA construction requirements for methane and exposure. Provide for mandatory requirements and enforceable statements of certainty rather than "would", "could", or "should".

Provide borehole monitoring for 24 hours and of at least borings within the excavation areas for stations, junction, and towers.

Revise/recirculate the DEIR based on significant impacts related to methane for the Project.

Provide MMRP within the SDEIR for the Project sites in methane and methane-buffer zones based on gases found in soils/boring of each Project site for public review and comments of the recirculated DEIR.

3.9-27/1 The proposed Project **would also be required to be designed and constructed to comply** with the regulations.... **Compliance**...which includes appropriate methane exposure or release

identification protocols based on a site-specific evaluation of the risk during construction, would be required to ensure worker health and safe construction.

Recognition of a potential threat/risk has not led to provision of a Methane Plan/Protocol presented in the DEIR.

As the project has not been designed, provide a thorough investigation and appropriate gas control designs to avoid/treat methane and other heavier hydrocarbon gases (e.g., BTEX and PAHs) and perhaps contaminated soils before construction begin, during construction, and for operations.

Following review and assessment of methane monitoring, provide appropriate protocols for mitigation of methane exposures and appropriate assessment of hazards and impacts upon the Project and environment. Integrate findings, mitigations, and residual impacts for significance and in cooperate in a supplemental/subsequent DEIR and recirculate for public review and comments.

Revise/recirculate the DEIR based on significant impacts related to methane for the Project. Provide MMRP within the SDEIR for the Project sites in methane and methane-buffer zones based on gases found in soils/boring of each Project site for public review and comments of the recirculated DEIR.

3.9-27/2 With adherence to OSHA, Cal/OSHA, and Division 71 of the Los Angeles Municipal Code, impacts related to methane gas exposure or release during construction of the proposed Project would be less than significant.

As no methane plan/protocol is presented in the Project, no adherence can be reviewed or assumed. Provide mandatory measures for gas controls, releases, and safe exposures.

Provide gas-vapor monitoring results from any/all geotechnical borings conducted to date. If no monitoring, provide for gas monitoring of soil vapors from at least 5 borings of 20ft into the underlying soils/alluvium with specific mandatory mitigation for all impacts.

Revise/recirculate the DEIR based on significant impacts related to methane for the Project. Provide MMRP within the SDEIR for the Project sites in methane and methane-buffer zones based on gases found in soils/boring of each Project site for public review and comments of the recirculated DEIR.

3.10-21/1 Groundwater levels in the Project study area generally range from depths of approximately 20 to 60 feet below ground surface (bgs).\37 \38 Groundwater levels range from 20 to 25 feet bgs in the vicinity of LAUS, 25 feet bgs near the intersection of North Alameda Street and North Main Street, 27 to 35 feet bgs in the vicinity of the southern portion of the Los Angeles State Historic Park, more than 60 feet bgs in the vicinity of the intersection of North Broadway and Bishops Road, and estimated at 60 feet bgs below the proposed Dodger Stadium Station.\39

\37 LACDPW. 2022. Groundwater Wells Online Data. Available at:

<https://dpw.lacounty.gov/general/wells/>. Accessed May 2022.

\38 State Water Resources Control Board. 2022. GeoTracker. Available at:

<https://geotracker.waterboards.ca.gov/map/>, accessed May 2022.

\39 ENGEO Incorporated. September 2022. Los Angeles Aerial Rapid Transit Project Geotechnical Document in Support of the Environmental Impact Report.

No direct citations and cannot confirm/deny values given. Provide direct web address and process to locate values by page/paragraph/Figure No..

No map of groundwater level, sources of such information, nor the surface elevations. Provide map of elevations and depths to groundwater at 100ft intervals along proposed alignment.

Provide for and conduct preliminary groundwater characterization at each Project facility site based on at least four borings at each facility site with appropriate testing and monitoring for ground gases, contaminations, and water qualities for each site as part of supplemental review and assessment and then circulate a revised-subsequent/supplemental DEIR for public review and comments.

Revise/recirculate the DEIR based on significant impacts related to methane for the Project. Provide MMRP within the SDEIR for the Project sites in methane and methane-buffer zones based on gases found in soils/boring of each Project site for public review and comments of the recirculated DEIR.

3.10-21/2

Groundwater Quality Regional groundwater basin water quality is poor in some areas due to natural conditions resulting in high total dissolved solids (TDS) levels, while in other areas groundwater quality has been degraded due to infiltration from commercial and industrial discharges, agricultural chemical application, and contaminants from urban runoff.^{\40} Deterioration of water quality in some areas has occurred due to inadequate storage, handling, and disposal of chemicals resulting in releases to groundwater. The groundwater in the portions of the Central Basin is known to contain elevated levels of TDS, volatile organic chemicals, perchlorate, nitrate, iron, manganese, and chromium.^{\41}

^{\40} Greater Los Angeles County Integrated Regional Water Management Region. 2014. The Greater Los Angeles County Integrated Regional Water Management Plan, 2013 Update. Available at:

<https://dpw.lacounty.gov/wmd/irwmp/FileList.aspx?path=docs\2014%20Public%20IRWMP%20Update>, accessed May 2022.

^{\41} Ibid.

Citations are only to the general documents and do not lead to groundwater quality descriptions.

Provide specific chapters, pages, and paragraphs to summary provided.

Provide Metro contracts and specific citations to Metro files for Red Line and Gold Line CEQA documents and construction files dealing with groundwater and water quality from Los Angeles Str. to Broadway.

Provide revised descriptions and assessments along with appropriate mitigation or compensation and then circulate a revised-subsequent/supplemental DEIR for public review and comments.

Revise/recirculate the DEIR based on significant impacts related to groundwater for the Project.

Provide MMRP within the SDEIR for the Project sites in groundwater zones based on chemical and gas found in soils/boring of each Project site for public review and comments of the recirculated DEIR.

3.10-21/3 There are multiple records of sites in the Project study area at which commercial and industrial activities resulted in documented releases; these cases are generally overseen by the SWRCB, LARWQCB, and/or California Department of Toxic Substances Control (DTSC) cleanup programs.^{\42,\43}

^{\42} State Water Resources Control Board. 2022. GeoTracker. Available at:

<https://geotracker.waterboards.ca.gov/map/>, accessed May 2022.

^{\43} California Department of Toxic Substances Control. 2022. EnviroStor.

<https://www.envirostor.dtsc.ca.gov/public/>.

Searches appear totally inadequate and incomplete with regard to Metro and City departments and relevant files related to Gold and Red Line construction along with the Park reviews.

Citations are only to the general document and do not lead to or support groundwater quality descriptions. Provide specific chapters, pages, and paragraphs to summary provided.

Provide Metro contracts and specific citations to Metro files for Red Line Station and US<>CC twin tunnels and Gold Line CEQA documents and construction files dealing with groundwater and water quality along the alignment from Los Angeles Str. to Broadway.

Provide revised descriptions and assessments along with appropriate mitigation or compensation and then circulate a revised-subsequent/supplemental DEIR for public review and comments.

3.10-24/3 3.10.2 Methodology To establish baseline conditions, a search of publicly accessible databases and information from various sources and agencies was conducted....include but are not limited to the SWRCB, California DWR, State of California Natural Resources Agency, FEMA, Los Angeles RWQCB, Los Angeles County Department of Public Works, Los Angeles County Flood Control, City of Los Angeles Department of City Planning, LADWP, and Metropolitan Water District of Southern California.

Search appears totally inadequate and incomplete with regard to Metro and City departments and relevant files related to Gold and Red Line construction along with the Park reviews.

Provide Metro contracts and specific citations to Metro files for Red Line Station and US<>CC twin tunnels and Gold Line CEQA documents and construction files dealing with groundwater and water quality along the alignment from Los Angeles Str. to Broadway.

Provide accessible databases for roads and construction information along the proposed alignment for Department of Public Works (Bureaus of Engineering, Streets LA, Sanitation/Environment, etc.) and for Metro construction and CEQA related departments.

Provide revised descriptions and assessments along with appropriate mitigation or compensation and then circulate a revised-subsequent/supplemental DEIR for public review and comments.

3.10-25/4 Construction Impacts Less Than Significant Impact. Construction of the proposed Project components would include site preparation and installation of foundations and columns; erection of stations, towers, and the junction; replacement or restoration of paving, sidewalk, and landscaping; and cable and cabin installation.

No design and related supportive studies/designs have been provided and references indicate none may exist and await final design. No foundation drawings are provided to establish how deep excavations and dewatering may be required. No specific locations and numbers of deep piles (mentioned to be >50ft depths) are located along with their capping foundations. Provide final design drawings and specifications for all towers and stations prior to approval and further considerations.

Current documentation is totally inadequate and incomplete for a pronouncement of “Less than Significant Impacts”. Provide a completely revised Supplemental DEIR with adequate descriptions, assessments, and mitigation for alternative projects along with numerical/quantitative comparisons and selection.

Provide contract drawings and description and revised Supplemental EIR for public review and comments.

3.10-25/5 Groundwater Construction activities associated with foundations would involve general earthwork and **concrete work to prepare the foundations, with excavations for foundations at depths ranging between seven feet and 42 feet, and piles to be installed between 55 feet and 125 feet below pile depth....**; therefore, the proposed Project may require the **removal of nuisance water** that **seeps** into boreholes during construction. Water removed from the boreholes would be containerized, and analyzed to determine the proper disposal method.

Provide pre-construction contract drawings of all foundations and pilings, especially for the Union Station facilities and their relation to the Un.Stn.<->Civic Center Tunnels and the groundwater levels (and copies of all boring records for the same).

Provide definition and differentiation between “nuisance” water and dewatered groundwater. Also provide definition of seeps, gal/min, and how big (provide dimensions) the “containers” would be.

Provide a completely revised Supplemental DEIR with adequate descriptions, assessments, and mitigation for alternative projects along with numerical/quantitative comparisons and selection.

3.10-25/6 Groundwater levels range from 20 to 25 feet bgs in the vicinity of LAUS. The foundations for the Alameda Station would be at a depth of 10 feet. Based on these anticipated depths to groundwater, it is considered unlikely groundwater would be encountered during construction of the foundations; however, **piles would be drilled to 125 feet below pile depth**, and may require removal of nuisance water that seeps into boreholes during installation of the piles of this station.

Provide pre-construction contract drawings of all foundations and pilings, especially for the Union Station facilities and their relation to the Un.Stn.<->Civic Center Tunnels and the groundwater levels (and copies of all boring records for the same).

Define: “drilled to 125 feet below pile depth” provide specific dimensions of below ground level or below foundation levels.

Provide a completely revised Supplemental DEIR with adequate descriptions, assessments, and mitigation for alternative projects along with numerical/quantitative comparisons and selection.

3.10-26/1 Groundwater occurs at a depth of approximately 25 feet bgs near the intersection of North Alameda Street and North Main Street. The foundations for the Alameda Tower and the Alpine Tower would be at a **depth of 10 feet....**; however, piles for the Alameda Tower and the Alpine Tower would be drilled to 120 feet below pile depth, and may require removal of nuisance water that seeps into boreholes during installation of the piles of these towers.

Provide engineering considerations loads and dimensions for the Alameda/US Station and the higher angled Alameda and Alpine towers foundations.

Provide geotechnical boring logs and reports for each of the aerial structures considered.

Provide a completely revised Supplemental DEIR with adequate descriptions, assessments, and mitigation for alternative projects along with numerical/quantitative comparisons and selection.

3.10-26/5 Based on groundwater depths, none of the proposed excavations for foundations are anticipated to encounter groundwater; however, removal of **nuisance water** that seeps into boreholes during construction may be required for the pile installations at each of the components. Groundwater may be encountered during installation of piles, and any **nuisance water** removed **would need to be analyzed prior to disposal**.

Detections of total petroleum hydrocarbons **TPH** and volatile organic compounds **VOCs** including **BTEX** are known to be present in groundwater at the Los Angeles State Historic Park property, which is directly beneath the proposed Project alignment.¹⁵³ Although the groundwater quality in the remainder of the Project study area is **not specifically known**, it may contain elevated levels of constituents such as petroleum hydrocarbons and solvents resulting from commercial and industrial discharges, in addition to potentially elevated TDS and metals related to natural conditions. **Uncontrolled discharge of groundwater carrying these potential pollutants could result in degradation of groundwater and surface water if it is not properly.**

As pile boring will extend well below the top of groundwater, Provide two mitigations for hydrological impacts and potential water discharge violations for groundwater and nuisance waters removal, storage/monitoring for all VOCs, H2S, dioxin, creosote, and other chemicals encountered and treated for in construction for the Metro Union Station in 1980s.

RTD/MTA Red Line Union Station groundwater dewatering required aeration, activated carbon, and H2O2 treatments.

Provide all pile boring drilling systems with H2S and CH4 monitoring sensors and shutdown and require for monitoring, gas/liquids treatment and shutdown, if needed.

Provide a completely revised Supplemental DEIR with adequate descriptions, assessments, and mitigation for alternative projects along with numerical/quantitative comparisons and selection.

3.10-27/1 Additionally, as stated in Section 3.9, Hazards and Hazardous Materials, a **Soil and Groundwater Management Plan would be prepared to specify methods for handling and disposal** in the event **contaminated groundwater is encountered** during construction. Because..., there is the **potential that excavation in certain areas would encounter groundwater**, and therefore, **dewatering could be required**....Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements....The **temporary system would comply with all relevant NPDES requirements related to construction and discharges from dewatering operations**. If dewatering is required, the treatment and disposal of the removed water would occur in accordance with the requirements of **LARWQCB's WDRs** for Discharges of Groundwater....

As no specific plans have been prepared and presented in the DEIR, references to such is totally inadequate and incomplete and requires full presentation of such to establish adequacy and completeness of the assessment and mitigation. Provide a draft groundwater management plan for the Project and specific areas most probable to encounter groundwater in excavation and/or pile drilling for public review and comments.

None referenced/cited and no summary of conditions provided.

Provide a completely revised Supplemental DEIR with adequate descriptions, assessments, and mitigation for alternative projects along with numerical/quantitative comparisons and selection.

3.10-36/4 **Nuisance groundwater** may be encountered during installation of piles for each of the components, which **may result in degradation of groundwater quality if not addressed properly**....Refer to Section 3.9 (Hazards and Hazardous Materials) for additional details should contaminated groundwater and/or soil be encountered. However, construction activities are not anticipated to **interfere substantially with groundwater recharge, groundwater resource supplies, or groundwater quality**.

No definition nor reference is provided for "nuisance groundwater" and no relationships are provided regarding contamination of the groundwater, its recharge, supplies, and quality during Project construction. Provide definitions for "nuisance groundwater" and its expected characteristics and qualities. Provide a mitigation plan for its control and reduction of all impacts derived from its presence. Provide review and assess potential impacts of construction on the recharge, supplies, and quality of groundwater within and beneath the Project area.

Provide a completely revised Supplemental DEIR with adequate descriptions, assessments, and mitigation for alternative projects along with numerical/quantitative comparisons and selection.

3.10-36/6 With adherence to these laws and regulations, impacts related to implementation of a water quality control plan or sustainable groundwater management plan during construction **would be less than significant.**

Provide specific laws and regulations and the Project compliance measures with such and include in a specific plan with requirements for direct and continuing compliance with requirements on the part of the agencies and contractors. Provide such to be incorporated into all construction contracts along with specific documentation of measures and achievement of regulatory limits. Provide a completely revised Supplemental DEIR with adequate descriptions, assessments, and mitigation for alternative projects along with numerical/quantitative comparisons and selection.

3.10-37/1 As discussed above, the Sponsor **would comply** with all applicable federal, State, regional, and local agency water quality protection laws and regulations, water quality control and/or sustainable **groundwater management plans**, including the Basin Plan and City of Los Angeles General Plan, as well as **commonly used industry standards.**

As indicated the Basin Plan and appropriate sections of the LA General Plan are referenced but without any specifics as to what would mitigate this specific Project.

As indicate the Project would comply at some time in the future, supposedly before construction contracts, would be approved for construction but without public review and comments before sponsor and relevant authorities would certify completion of the CEQA process. Provide a specific groundwater plan for the Project and all elements specifically venturing into the groundwater resources of the Project area.

Provide a completely revised Supplemental DEIR with adequate descriptions, assessments, and mitigation for alternative projects along with numerical/quantitative comparisons and selection.

3.10-37/4 **It would also comply** with all applicable federal, State, regional, and local agency water quality protection laws and regulations, **water quality control and/or sustainable groundwater management plans**, including the Basin Plan and City of Los Angeles General Plan, the **MS4 Permit**, as well as **commonly used industry standards.**

Provide references (doc and page/paragraphs) for mentioned laws, regulations, and requirements. Provide commonly used industry standards references (docs, pages, and paragraphs) and compiled regulations, laws, and standards requirements as a mandatory compliance mitigation measure.

Provide revised supplemental/subsequent DEIR for public review and comments.

3.10-38/2 With **adherence** to these laws and regulations, and **groundwater management plans**, impacts related to implementation of a water quality **control plan** or sustainable groundwater **management plan** during operations **would be less than significant.**

As no specific plans have been prepared and presented in the DEIR, references to such is totally inadequate and incomplete and requires full presentation of such to establish adequacy and completeness of the assessment and mitigation.

Provide differentiation between compliance and adherence and provide draft construction contract sections for both and for mitigation measures.

Provide a draft groundwater management plan for the Project and specific areas most probable to encounter groundwater in excavation and/or pile drilling for public review and comments.

Provide above in a completely revised Supplemental DEIR with adequate descriptions, assessments, and mitigation for alternative projects along with numerical/quantitative comparisons and selection.

3.10-38/3 3.10.5 Mitigation Measures With **adherence** to applicable federal, State, regional, and local laws and regulations, including **compliance with applicable stormwater permits, wastewater permits, and other water quality regulations**, construction and operation of the proposed Project would result in **less than significant impacts to hydrology and water quality.** No mitigation measures are required for the proposed Project.

Provide references (doc and page/paragraphs) for mentioned laws, regulations, permits, and their requirements.

Provide commonly used industry standards references (docs, pages, and paragraphs) and compiled regulations, laws, and standards requirements as a mandatory compliance mitigation measure.

Provide contractual requirements for all construction contracts and differentiate between requirements and mitigations.

Provide revised supplemental/subsequent DEIR for public review and comments.

3.10-38/4 Mitigation Measures With **adherence to applicable** federal, State, regional, and local laws and regulations, including compliance with **applicable** stormwater permits, wastewater permits, and other water quality regulations, **construction and operation of the proposed Project would result in less than significant impacts to hydrology and water quality.** No mitigation measures are required for the proposed Project.

Provide references (doc and page/paragraphs) for mentioned laws, regulations, permits, and their requirements.

Provide commonly used industry standards references (docs, pages, and paragraphs) and compiled regulations, laws, and standards requirements as a mandatory compliance mitigation measure.

Provide contractual requirements for all construction contracts and differentiate between requirements and mitigations.

Provide revised supplemental/subsequent DEIR for public review and comments.

Repetitive comments as required by repetitive references and deficiencies.

Mineral Resources

3.12-2/2 The majority of wells in the Los Angeles City Oil Field, including the wells closest to the proposed Project alignment, are either **plugged or idle**. The nearest **active** well is approximately 1.5 miles west of the proposed Project alignment.¹⁵

Provide a map of all known well sites within 1000ft of the Project excavations and provide and assess historic (1920-1950) aerial photos of the Project site for historic well sites and on-ground facilities which may have contaminated the Project sites. Assess potential impacts and provide specific mitigations for such, and recirculate the DEIR for further public review and comments.

Provide a completely revised Supplemental DEIR with adequate descriptions, assessments, and mitigation for alternative projects along with numerical/quantitative comparisons and selection.

3.12-3/3 Additionally, although the proposed Project alignment is in the Los Angeles City Oil Field, the closest **active well is approximately 1.5 miles west** of the proposed Project alignment, and would not be affected by implementation of the proposed Project. Therefore, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or State, and no impact would occur.

Plugged and idled wells lie within 500ft of the Project surface footprint and within 1000ft of the Park Station and Broadway Tower. Plugged and idled wells can be easily renovated for production of mineral resources (oil and gas) and can impact the Project construction excavations. More than 50 idled but not plugged wells lie within 1/2mile of the Park Station, and idled (and even plugged) wells can be returned to service cheaply and within a matter of months.

Revise and provide adequate review and assessment of the Project on return to service of more than 50 idled wells to the west of Park Station. Provide a revised review and assessment of mineral resources in a revised and recirculated DEIR.

3.15-20/6

The plan would also address the unlikely scenario where the system cannot be moved to unload passengers normally at stations. The **robust design, periodic and preventative maintenance, and equipment redundancies** are intended to minimize these potential impacts. However, the plan would include procedures to evacuate passengers directly from cabins, if needed. An **Evacuation Plan would be developed** as part of the **Project-specific Emergency Operations Plan**, as required by **industry standards and State regulations**....would describe the **preferred methods**....would also include the required equipment and procedures for evacuation, site control, and passenger communications....would

be performed in advance of opening the system....would document the procedures, equipment, and personnel necessary to evacuate the system,..... **Such analysis, practice, and documentation is required by OSHA.**

Provide a draft Project description demonstrating a robust design vs typical design for the Project. Provide a draft maintenance manual for the Project, along with a clear assessment of equipment redundancy and service cycling of such.

Provide a draft evacuation plan for in-station and on-line gondolas and related equipment for such operations.

Provide draft comparisons of industry standards and preferred measures for this Project and relate such to potential impacts or mitigations.

Provide a listing and citations for related references of industry standards and regulations related to the above.

Provide a draft for all OSHA related analysis, practices, and documentation for such a Project, and provide references for such for at least three similar elevated projects in the US.

Provide a completely revised Supplemental DEIR with the above requests along with adequate descriptions, assessments, and mitigation for alternative projects along with numerical/quantitative comparisons and selection.

3.16-31/3 3.17.1 Regulatory Setting Federal Americans with Disabilities (ADA) Act of 1990 Titles I, II, III, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101....establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. **The Project will be designed to meet all ADA design requirements.**

Provide a thorough and complete review and draft illustrations/drawings for all ADA design sites within Project and related equipment, especially for wheelchair and walker/stroller devices.

Provide

Provide a completely revised Supplemental DEIR with adequate descriptions, assessments, and mitigation for ADA compliance along with alternative projects and their numerical/quantitative comparisons and selection.

4-1/1 4.0 ALTERNATIVES 4.1 INTRODUCTION Alternatives have been considered in this Draft EIR to explore potential means to mitigate or avoid the significant environmental impacts associated with implementation of the proposed Project, while still achieving the **primary objectives** of the proposed Project....an EIR shall describe the range of **reasonable** alternatives, which may include alternatives to the location of the project, which would **feasibly** attain most of the basic objectives of the project....EIR... does not need to consider every conceivable alternative or consider alternatives that are **infeasible**, but rather only alternatives necessary to permit a **reasoned choice**....No Project Alternative...to determine the consequences of not implementing the project...., and **comparison of alternatives, the relative advantages and disadvantages of each alternative can be determined.**

Provide goals/purposes of the Project and their related dependent objectives and policies/program.

Provide definitions of reasonable, feasibly, infeasible, and reasoned-choice and provide examples of such within the Project description and alternatives.

As required by CEQA, provide a numerical/quantified comparison of all environmental sectors and for all alternatives.

Provide a completely revised Supplemental DEIR in accordance with above deficiencies with adequate descriptions, assessments, and mitigation for alternative projects along with numerical/quantitative comparisons and selection.

Apdx K 1979/ & 1980/ During the late nineteenth and early twentieth centuries, crude oil was extracted from multiple small oilfields nearby and processed at the former **Southern Refining Company** located **immediately northwest** of the Site. **Historical aerial photos and Sanborn maps** indicate that the refinery contained four aboveground storage tanks (ASTs) for storing crude oil. The refinery was apparently dismantled by 1921 and the ASTs were removed sometime between 1921 and 1928. The Site

has been used as a railroad junction for over 100 years and is currently maintained as such for use by three major passenger and freight lines.

Revise mis-directions of historic uses (SE rather than NW) and provide historic aerial photos of such site.

Provide address of site: e.g., 1300 CARDINAL STREET 1700 ft SE-E of Alameda for Southern Refining Company and Amalgamated Oil Company, now Williams Mead Housing Project.

Provide historic aerial photos and maps and revised Apx K.

The entire DEIR and appendices do not consider or provide information provided in ZIMAS, LA City Dept. City Planning online database Very limited references in DEIR with singular mentions in the DEIR and geotechnical report, only. Withdraw current DEIR, revise, and update and recirculate as supplemental/subsequent DEIR with incorporated ZIMAS information for all pertinent descriptions.

Sept. 2022 Los Angeles Aerial Rapid Transit 16037.000.000 Geotechnical Document in Support of the Environmental Impact Report

APPENDIX I

Apx. I-1 GeoTechnical Report ENGEO Project No. 16037.000.000

We are pleased to submit this document characterizing the **general geologic/geotechnical conditions** of the Los Angeles Aerial Rapid Transit (LA ART) project in Los Angeles, California. This report is a **compilation of adjacent publicly available previous geotechnical assessments and explorations** to assist in preparation of the Draft Environmental Impact Report (EIR).

Provide references (doc and page/paragraphs) for mentioned assessments and explorations.

Provide geotechnical documentation for RTD/MTA Red Line Union Station and US-Civic Center rail Tunnels beneath this Project and adjacent to the Project's Alameda Station.

Provide review and pertinent information from geotechnical documents related to the Buena Vista Project along south side of Broadway and under and adjacent to the Broadway/Bishop Tower.

Provide commonly used industry standards references (docs, pages, and paragraphs) and compiled regulations, laws, and standards requirements for geotechnical settings and impacts as a mandatory compliance mitigation measure.

Provide contractual requirements for all construction contracts and differentiate between geotechnical requirements and mitigations.

Provide revised supplemental/subsequent DEIR for public review and comments.

Apx. I - 2/1 This document was prepared based on a **desktop study of readily available publicly accessible geotechnical reports and data**. Geotechnical explorations and laboratory testing were not a part of this **initial preliminary study scope**.

No project borings, No records of vicinity geotechnical borings, Including Red Line Phase 1, Alameda – Tunnel and UStn, Buena Vista, Cornfields/Historic park, and William Mead Project.

The DEIR is totally deficient and inadequate regarding to geotechnical (and other EIR elements') settings, impacts assessments, and mitigations. Provide at least 4 borings per Project element to establish geological conditions and potential impacts of the Project on the area resources, and their hazards upon the Project.

Provide review of all recorded seismic events within 5000ft of the Project area limits and potential sources (including SCEC, Pasadena).

Apx. I-13/1 approximately 10 miles within the earth (Wallace, 1990). The predominant fault system affecting the Project area is the Transverse Ranges **fault system**, which **trends east-west** and relieves strain primarily through reverse-slip, and left-lateral, strike-slip displacement.

Provide review of all recorded seismic events within 5000ft of the Project area limits, potential sources (including SCEC, Pasadena).

Provide review of the Elysian Park North Fault (see ZIMAS and others) underlying the Project sites and others north of Broadway.

Apdx. I-13/2 4.1.2 Site Topography The **majority (3/4)** of the proposed Project alignment occupies a gentle, south-sloping alluvial plain located **approximately ½ mile west of the Los Angeles River** (Figures 1 and 2).

Provide measurements in feet: 4057/6260 ft (65%) of length and 2880-3500ft west of LA River low flow channel rather than two different units (% and miles)in same sentence.

Apdx. I -13/5 **[Qyf 1 Holocene-Pleistocene]** This geologic unit was deposited primarily from flood deposits and debris flows.

As used, Qyf includes the entire Quaternary (Holocene and Pleistocene). Provide specific technical term usage, Holocene is an interval of the Quaternary, not Pleistocene.

Apdx. I-13/6 4.1.3.3 Flood and Stream Channel Deposits According to geologic **mapping by Campbell (2014)**, the alignment from the southern end to where it crosses North Broadway is underlain by **late Pleistocene** alluvium (Figure 3 - Qya2).

Provide accessible, specific sources (page/paragraph) for reference or provide copy of map in Appendix.

Provide differentiation between Late Pleistocene (Qo) and Holocene (Qy), as this designation would indicate all surface deposits would have potential for important fossils.

Apdx. I -14/2 The geologic structure in the area of the site is characterized by the **northeast-southwest-trending Elysian Park Anticline** and the underlying **Elysian Park Blind Thrust fault**. The Project site is located over the **southwest limb of the anticline**. Bedding in the **Puente Formation** in the area generally dips from 25 to 50 degrees towards the **southwest**.

Other geotechnical sources (ZIMAS, et al) indicate that the EPBT Fault is aligned NW-SE rather than NE-SW beneath the Project.

Similarly general anticline axis orientation of NE-SW would require the flanks to dip from the axis to the NW and SE, rather than the SW; anticline axis (top of fold) maybe to SW.

Provide review and revisions by qualified geologist for review of relevant appendices and DEIR text for a Supplement DEIR.

Apdx. I -16/ TABLE 4.2.1.1-1: Nearby Active Faults (USGS 2008) Lat.=34.065019; Long.=-118.235495
FAULT NAME **Elysian Park (Upper)***

Provide a single consistent name/term for the fault.

Apdx. I -17/2 **Elysian Park Fault** (Blind Thrust Fault) The fault closest to the Project site is the **Elysian Park fault**. According to the USGS Quaternary fault and fold database, the location of the **Upper Elysian Park fault** is inferred to cross under the alignment.

The **Upper Elysian Park fault** is a north-to-northeast-dipping fault that underlies the northern Los Angeles basin from Griffith Park to Garvey Reservoir. **ZIMAS**

However, the **Upper Elysian Park fault** is a blind thrust fault, which means **it is not capable of surface fault rupture** and; therefore, is not subject to the conditions of the Alquist-Priolo Act. **ZIMAS**

It is thought to be seismogenic (capable of generating earthquakes) from a depth....

Because **there is no surface expression of the Elysian Park fault**, constraints on the long-term slip rates on the fault..., rather than from paleoseismic data.

Although these constraints are limiting, the **most current models (UCERF3)** indicate... it has approximately 1.2% probability of participating in an earthquake of magnitude greater than 6.7 before 2038....The likelihood of experiencing an event of Magnitude > 7.0 is 0.8%, and the likelihood of experiencing an event of Magnitude > 7.5 is less than 0.1% in that time period.

Provide references for all such statements along with page/paragraph so that discussion of faults can be verified as accurate.

As ZIMAS shows the Project to cross and extend through the fault zone, this discussion needs to be thoroughly and adequately displayed and rectified as it is wrong, based on LACity ZIMAS.

Provide specifics assessments/mitigation regarding fault/design inclusions for Park Station, Broadway and Elysian towers, and Stadium Station and supports within the ZIMAS designated surface fault zone.

Provide accessible reference for UCERF3 as applied to this fault and location.

Provide seismic assessment of structural responses for towers, stations, cables, and gondolas during a 6.4-6.7 magnitude on the Elysian Park Fault.

Provide description and assessments reflecting the LACity-DCP ZIMAS info-base.

Apdx. I -17/4 These portions of the Project alignment are located in an area mapped as potentially subject to liquefaction on the Safety Element Exhibit B of **City of Los Angeles General Plan** and the State of California Seismic Hazards Zones map as shown on Figure 5. The Alameda Station, Alameda Tower, Alpine Tower, Chinatown/State Park Station, and Broadway Junction are located in an area mapped as potentially subject to liquefaction.

Provide appropriate ZIMAS references. No specific references to ZIMAS.

Apdx. I -18/4 The proposed Project alignment is located in an area classified as MRZ-3 as shown on Figure 6. MRZ-3....” The proposed Project alignment is also located just beyond the eastern end of, but not within, what is designated as the Los Angeles City Oil Field.

Although not within the surface delineation of the LA Oil Field, close enough that may reflect the underlying oil/gas occurrences and production zones.

CalGEM Wellfinder shows the route alignment within the mapped oil field. North of Bruno/Alameda intersection, the Project Park Station lies within the well field along with 1200+ft of the cableway, and the Broadway Junction lies 550 ft east of the mapped field.

As many parcels through which the Project alignment passes are designated as “Methane Zones” they would be within the land above the designated Los Angeles Oil Field.

No references given. Provide appropriate ZIMAS references and [DOC CalGEM WellFinder site](#).

Apdx. I -19/1 ...located in a City-designated hillside area, indicating the sites may have an increased susceptibility to landslides. \3 \3 City of Los Angeles. Zone Information and Map Access (ZIMAS). Available at: <http://zimas.lacity.org/>. Accessed May 2022

Only reference to ZIMAS in the entire DEIR although landslides are indicated by ZIMAS for parcels NW of SR-110 and for the Alpine Tower and Stadium Station areas.

Provide review of all Project element locations with regard to ZIMAS database information, e.g., faults, landslide, and liquefactions.

Provide review of liquefaction potential as indicated by ZIMAS for Project area and facilities south of Broadway. Provide appropriate mitigation for liquefaction and for landslides especially when seismically induced.

Apdx. I -20/1 ...which require monitoring **before and during construction**. Although **long-term methane controls are not required**, preliminary construction planning should adhere to Section 91.7101 of the Los Angeles Municipal Code, which controls for methane intrusion emanating from geologic formations. The need for methane controls **may be reduced or eliminated by conducting site-specific methane testing** for elements constructed within the methane zones and buffer zones to evaluate the potential hazard, pursuant to Section 91.7104.1.

ZIMAS clearly indicates parcels which are designated as being in a Methane Zone or Methane Buffer Zone, is not so designated in the DEIR setting and no mitigation measures are proposed.

As no methane surveys, testing, and monitoring has been conducted within the Project sites, the needs for methane monitoring and controls must be implemented before and throughout construction, especially for towers, the junction, and Park Station.

The appendix does not clearly describe the Project sites but states that monitoring will be conducted before construction and hopefully would be assessed before construction contracts are offered. Without any direct information or assessment, the DEIR assesses that construction and longer term methane controls will not be needed, even though the Park Station and Broadway Tower lie within designated Methane Zones.

Provide a thorough description of methane gas conditions of surface and subsurface based on >10ft borings for each Project site and as required by Metro for construction of major surface and subsurface facilities. Provide suitable mitigation and safety plans for those sites with methane gases in soils and groundwater.

Provide specific contractor programs to monitor, to control, and to assess measures required for continuing safe operations at all Project facilities located in ZIMAS recognized Methane Zones.

Apdx. I -21/1 5.2.2 Seismic Hazards Mapping Act of 1990...addresses earthquake hazards other than surface fault rupture, including liquefaction and seismically induced landslides...identifying and mapping seismic hazard zones and mitigating seismic hazards to protect public health and safety.

Provide specific page/paragraph citations and include specific parcel references for ZIMAS assignments to surface zones, liquefaction, and landslides.

Provide a thoroughly revised and supplemented Subsequent Draft Environmental Report (S-DEIR) for public review and comments.

Apdx. I -21/1 It requires the California Department of Conservation, Division of Mines and Geology, to map **seismic hazards** and establishes specific criteria for project approval that apply within **seismic hazard zones**, including the requirement for a geological technical report. The California Department of Conservation has mapped seismic hazards or established specific criteria for the area that includes the Project site (CGS, 1998).

Provide specific page/paragraph citations and include specific parcel references for ZIMAS assignments to surface zones, liquefaction, and landslides.

Provide parcel specific seismic hazard zones for all Project construction sites.

Apdx. I -21/2 The geological reports prepared for the Project satisfy the requirements of the Seismic Hazards Mapping Act at the **preliminary project level**. Additional **site-specific studies designed to explore the subsurface conditions in areas of planned development will be completed prior to submittal of final plans**.

Define “preliminary project level” and provide schedule/contents for final plans (and designs) and current/2023 industry standards for designs and project description used for basis of CEQA/EIR compliance and agency certification of this Project.

Provide list, outlines, and completion schedules for all site specific studies. Provide requirements for all such future studies to be incorporated into a subsequent DEIR.

Provide above and a total revision of DEIR, and especially geotechnical considerations, and resubmit as a supplemental/subsequent DEIR for public review and comments.

Apdx. I -22/5 5.2.2 Seismic Hazards Mapping Act of 1990 The California State Seismic Hazards Mapping Act of 1990 addresses earthquake hazards other than surface fault rupture, including liquefaction and seismically induced landslides....The **geological reports prepared for the Project satisfy the requirements of the Seismic Hazards Mapping Act at the preliminary project level**. Additional site-specific studies designed to explore the subsurface conditions in areas of planned development will be completed prior to **submittal of final plans**.

Define “preliminary project level” and provide schedule/contents for final plans (and designs) along with citations + page/paragraph of any references and provide current/2023 industry standards for designs and project description used for basis of CEQA/EIR compliance and agency certification of this Project.

Provide list, outlines, and completion schedules for all site specific studies.

Provide the above and total revision of DEIR, and especially geotechnical considerations, and resubmit as a supplemental/subsequent DEIR for public review and comments.

Apdx. I -22/6 Division 71 (Methane Seepage Regulations) describes methane testing and mitigation requirements based on building type, building use/occupation, and whether a structure is located within a methane zone or buffer zone. The proposed Project alignment crosses a methane zone and buffer zone and **may require site-specific methane testing for particular structures, depending on the final architectural design**.

Provide and implement a methane monitoring and assessment program for all construction sites prior to preparation of a supplemental/subsequent DEIR for public review and comments.

Provide all of the above and total revision of DEIR, and especially geotechnical considerations, and resubmit as a supplemental/subsequent DEIR for public review and comments.

Apdx. I -24/1 Impact: There is potential for the proposed Project to expose people or structures to seismic hazards listed above. **Mitigation measures would be required to reduce impacts to a less than significant level.**

Provide review and assessment of all fault and seismic impacts given for an event equal to 6.4 magnitude as noted in ZIMAS. Provide for pre-construction and ongoing microseismic monitoring for the Upper Elysian Park Fault zone beneath the Project.

Replace all “would’s” with shall’s or must’s.

Provide for additional mitigation programs for at least 120 minute emergency evacuation programs and for damage prevention for surrounding land uses in the event of tower collapses or toppling.

Provide all of the above and total revision of DEIR, and especially geotechnical considerations, and resubmit as a supplemental/subsequent DEIR for public review and comments.

Apdx. I -24/2 To mitigate the shaking effects, structures **should** be designed using sound engineering judgment and the current CBC requirements, as a minimum.

Provide definitions and comparisons for should’s and would’s vs shall’s and will’s. Replace all “should’s” with shall’s or must’s.

Provide all of the above and total revision of DEIR, and especially geotechnical considerations, and resubmit as a supplemental/subsequent DEIR for public review and comments.

Apdx. I -24/2 However, the proposed Project alignment is not located within a State of California Earthquake Fault Zone for known Holocene-active faults capable of fault surface rupture (CGS, 2017) or located within an Alquist-Priolo Earthquake Fault Zone. Accordingly, the **risk of surface rupture due to faulting is considered low**. As such, the Project **would** not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. Impacts **would be considered less than significant**.

Replace all “would’s” with shall’s or must’s.

No reference to ZIMAS nor to Buena Vista Scoping and related studies. No references to competent certified reviewers for such statements and use of conditionals.

Provide an adequate and complete technical review and statement of significance by competent certified engineer. All such additions must be provided in a subsequent/supplemental DEIR prior to further consideration of the Project and public review and comments.

Apdx. I -24/4 The **actual risk** of the liquefaction hazard and related damages **should be evaluated in the site-specific geotechnical report**. The Project **would be required to comply** with all standards, requirements, and conditions contained in construction-related codes (e.g.,...), **which would ensure structural integrity and safe construction**.

Actual risks and mitigation measures must be evaluated in a sites-specific review and assessment by a competent, certified engineer(s), must be based on adequate and complete geotechnical studies and assessments, and must provide appropriate mitigation and compensation measures to warrant a less-than-significant risks to structures and passengers.

Provide an adequate and complete technical review and statement of significance by competent certified engineer. All such additions must be provided in a subsequent/supplemental DEIR prior to further consideration of the Project and public review and comments.

Apdx. I -25/1 Therefore, impacts related to earthquake-induced slope failure **could be considered moderately significant to significant** and **should be addressed** per Mitigation Measure GEO-A.

Use of could/should and ranges of significance are inconsistent with CEQA and must be based on factual evidence for the Project sites and assessments by competent, certified reviewers.

Provide an adequate and complete technical review and statement of significance by competent certified engineer. All such additions must be provided in a subsequent/supplemental DEIR prior to further consideration of the Project and public review and comments.

Apdx. I -25/2 Compliance with existing laws and regulations, and implementation of **Mitigation Measure GEO-A**, requiring the development and implementation of geotechnical recommendations to be incorporated into the design plans and specifications, **would reduce** impacts to less than significant.

As indicated in text, the current DEIR finds current designs would generate significant impacts for seismicity/Geological Resources, as the referenced programs have not been conducted and the public has not had a public review and comments for the mitigation measures to be considered.

Apdx. I -25/3 Operation Upon completion of the construction activities, the proposed Project would have complied with..., as well as Mitigation Measure GEO-A. **Operation of the aerial gondola system would have a less than significant impact with respect to exposing people or structures to seismic hazards if appropriate mitigation measures are applied during construction.**

As indicated, appropriate mitigation measures (which are unknown in this DEIR and not based on evidence) are not available for public review and comment.

As indicated in this text, the current DEIR finds current designs would generate significant impacts for seismicity/Geological Resources, as the referenced programs have not been conducted and the public has not had a public review and comments for the mitigation measures to be considered.

Provide an adequate and complete technical review and statement of significance by competent certified engineer prior to further considerations of this DEIR.

Provide such additions in an adequate and complete subsequent/supplemental DEIR prior to further consideration of the Project and public review and comments.

Apdx. I -29/8 8. CONCLUSION The proposed Project **would** have **less than significant impacts with respect to geologic and geotechnical hazards with application of the recommended mitigation measures**. Prior to grading and construction permits being issued, a **site-specific final geotechnical report should be prepared, as recommended in Mitigation Measure GEO-A. ...should include site-specific measures and design considerations for the stations, junction, and towers**. The recommendations may vary depending on the geologic and geotechnical conditions at each location.

Replace ALL would's + should's with shall or musts and provide specific and contractual required (must) mitigation along with numerical evaluation of assessed impacts before and after required mitigation.

Provide such additions in an adequate and complete subsequent/supplemental DEIR prior to further consideration of the Project and public review and comments.

Apdx J Greenhouse Gas Emissions Technical Report 20/4 2.2.2.5 Senate Bill 44 Senate Bill (SB) 44, signed October 7, 2021, provides specialized procedures for the administrative and judicial review of processes and approvals for an “environmental leadership transit project.” SB 44 defines an “environmental leadership transit project” as “a project to construct a fixed guideway and related fixed facilities” that meets all of the following conditions:

A. The fixed guideway operates at zero-emissions.

B. (i) If the project is more than **two miles in length**,...

(ii) If the project is no more than two miles in length, the project reduces emissions by no less than 50,000 metric tons of greenhouse gases directly in the corridor of the project defined in the applicable environmental document over the useful life of the project, without using offsets.

C. The project reduces no less than 30,000,000 vehicle miles traveled in the corridor of the project defined in the applicable environmental document over the **useful life** of the project.

Provide a specific table of SB44 requirements and Project achievements in quantitative form consistent with the specific requirements of SB44, including for events only and for non-event calendar only.

Provide a useful life period for events-based and full-time base for Project operations.

Provide such additions in an adequate and complete subsequent/supplemental DEIR prior to further consideration of the Project and public review and comments.

Apdx L-58/1 7. Conclusion Construction and operation of the proposed Project **could** result in adverse effects to surface water and groundwater quality in the Los Angeles River and Central Basin, and violate water quality standards and waste discharge requirements, **if not appropriately managed**. However, **adherence** to applicable federal, State, regional, and local laws and regulations **would result in less than significant impacts**.

Provide Project-specific definitions, procedures, and designs of “appropriate” management and adherence. Provide hydrologic model and numerical results based on specific design and operational conditions for each Project construction site.

Apdx L-58/2 Additionally, the proposed Project would not **substantially decrease groundwater supplies** or **interfere substantially with groundwater recharge**...Although the proposed Project would result in increases to impervious surfaces, the additional impervious surface areas are **nominal**, and **all proposed Project components would comply** with the LID ordinance as applicable, thereby reducing runoff. Impacts would be less than significant.

No numerical description and assessment are provided for current and Project conditions and no definitions of “substantially” or “nominal” are provided. Provide numerical analyses for each project construction site and provide specific LID measures and their mitigative effects to bypass rainfall into groundwater for each site, none are provided here and elsewhere. Provide designs and flowcharts for all LID related designs for collection, conveyance, storage, and recharging for each Project site.

Apdx L-58/4 The proposed Project **could potentially conflict with or obstruct implementation of water quality control** or sustainable groundwater management plans. Although construction and operation of the proposed Project **would potentially impact** the water quality of the Los Angeles River and Central Basin..., **adherence** to applicable federal, State, regional, and local laws and regulations **would ensure** the proposed Project would comply with all federal, State, and local water quality control or sustainable groundwater management plans. Impacts would be less than significant.

No numerical description and assessment are provided for current and Project conditions and no definitions of “substantially” or “nominal” are provided. Provide numerical analyses for each project construction site and provide specific LID measures and their mitigative effects to bypass rainfall into groundwater for each site, none are provided here and elsewhere.

Reference to adherence to laws and regulations is totally unacceptable and must be replaced with a design-operations based mitigation manual with assigned actions/procedure and equipment for all contractors, and associated approved permits from regulatory agencies.

Provide designs and flowcharts for all LID related designs for collection, conveyance, storage, and recharging for each Project site.

Provide a revised, supplemental/subsequent DEIR for all hydrologic elements.

Apdx L-58/5 The proposed Project could have potential adverse impacts related to hydrology and **water quality**; however, with **adherence to applicable**..., significant impacts **would** be less than significant level. The proposed Project **would not result in any significant impacts** related to hydrology and water quality.

No numerical description and assessment are provided for current and Project conditions and no definitions of “substantially” or “nominal” are provided. Provide numerical analyses for each project construction site and provide specific LID measures and their mitigative effects to bypass rainfall into groundwater for each site, none are provided here and elsewhere.

Provide designs and flowcharts for all LID related designs for collection, conveyance, storage, and recharging for each Project site.

Provide a revised, supplemental/subsequent DEIR for all hydrologic elements.

Apdx.F Archaeological and Paleontological Resources Assessment

No mentions are made in DEIR regarding significant historic/archaeological remains recovered from excavations conducted at the Union Station area (for mitigation of suspected impacts from Union Station and subway construction for Red Line Phase 1.

Archaeology – SW Park Station and Alameda/Chavez location (China town 2, 1900-1925) and American Indian – (1800-1900)

Bishop Str. historic uses of Italian (1890-1925) and Chinese (Post 1920) origins - Chinatown 2

Provide four borehole drilling/analyses to depths of 10ft and assessment for potential historic archaeological remains at each Project construction sites, and especially those from Alameda – Broadway sites. Provide at least two boreholes for sites north of Broadway.

Apdx F-70/2 The results of the records search, shown in Table 7, indicated that there are no known NHM vertebrate fossil localities within the Area of Direct Impacts. Moreover, the majority of the Area of Direct Impacts, consisting of surficial deposits of **younger Quaternary alluvium**, is not anticipated to contain significant fossil remains in its **uppermost layers** because the sediment is **too young** to contain such fossils.

Provide the specific technical basis for such identification of “younger”, “uppermost” (?= 0.1ft or 10ft) and their distribution. Provide 4 or more borings of 10 ft for each site south of SR-110. Provide thorough and adequate analyses and assessments of potential fossils and remains to document age and resources.

Apdx F-94/2 Quaternary alluvium is expected to be present at **differential** depths within the Project Area. Planned Project excavation is **anticipated to reach up to 10 feet**, except at Dodger Stadium Station where the maximum depth would be 42 feet, and piles would be drilled to a max depth of 125 feet; therefore, Project construction **may encounter paleontological deposits.**

Replace “differential” with *different* and “up to” with *down to*.

Provide four borehole drilling/analyses to depths of 10ft and assessment for potential historic archaeological remains at each Project construction sites, and especially those from Alameda – Broadway sites. Provide at least two boreholes for sites north of Broadway.

Provide a thorough construction mitigation program for archaeological and paleontological remains with specific contractual requirements for assessment, encountering, and recovery of all paleontological and archaeological remains. Include in a thoroughly and adequately revised DEIR for public review and additional comments.

A Paleontological Resources Monitoring and Mitigation Plan (PRMMP) **shall be developed** by a qualified paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The plan **shall apply to paleontologically sensitive deposits**, including **older Quaternary** alluvium and Puente formation deposits, that may be impacted by the proposed Project, as determined by a qualified paleontologist in consultation with the construction team and guided by geotechnical coring.

Provide a consistent approach throughout the DEIR regarding the use of conditional and declaratory verbs which herein reflects the direct copying of texts from other, unreferenced sources into this DEIR. Provide consistent approach to all remains encountered during excavation.

Provide a thorough construction mitigation program for archaeological and paleontological remains with specific contractual requirements for assessment, encountering, and recovery of all paleontological and archaeological remains. Include in a thoroughly and adequately revised DEIR for public review and additional comments.

The qualified paleontologist **shall supervise the paleontological monitor** who **shall be present** during construction excavations into **older Quaternary** alluvial deposits and **Miocene Puente** formation deposits. **Monitoring shall** consist of visually inspecting fresh exposures of rock for **larger fossil remains**, and where appropriate, collecting wet or dry screened sediment samples of **promising horizons for smaller fossil remains.**

Provide a consistent approach throughout the DEIR regarding the use of conditional and declaratory verbs which herein reflects the direct copying of texts from other, unreferenced sources into this DEIR.

Provide consistent approach to all remains encountered during excavation.

Provide a thorough construction mitigation program for archaeological and paleontological remains with specific contractual requirements for assessment, encountering, and recovery of all paleontological and archaeological remains. Include in a thoroughly and adequately revised DEIR for public review and additional comments.

The frequency of monitoring inspections **shall be determined** by the paleontologist and **shall be based** on the rate of ground-disturbing activities, the material being excavated, and the depth of excavation, and if found, the abundance and type of paleontological materials found.

Provide a thorough construction mitigation program for archaeological and paleontological remains with specific contractual requirements for assessment, encountering, and recovery of all paleontological and archaeological remains. Include in a thoroughly and adequately revised DEIR for public review and additional comments.

95/2 The areas of paleontological sensitivity include all locations where **undisturbed Older Quaternary alluvium** or the **Monterey/Puente Formation** may be impacted by the Project. The identification of exact locations to be monitored would be guided in part by **geotechnical boring for the Project**.

Define “undisturbed” and require all fossils, even in disturbed deposits be recovered and assessed.

Provide a thorough construction mitigation program for archaeological and paleontological remains with specific contractual requirements for assessment, encountering, and recovery of all paleontological and archaeological remains. Include in a thoroughly and adequately revised DEIR for public review and additional comments.

From: Gloria RAMIREZ <gloriamirez64@msn.com>
Sent: 01/11/2023, 7:09 PM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I'm a resident of this community and a Dodger fan. The Gondola Project's enormous towers will cause aesthetic impacts in my community. I am concerned that the towers will obstruct views, and that the gondola cars will be used for advertising and electronic billboards. This project will lead to displacement and increase the cost of rent in the area. We never asked for this project and we don't want this project.

Gloria Ramirez

Gloria RAMIREZ
gloriamirez64@msn.com
555 N Spring St Apt 301
Los Angeles , California 90012

P254-1

From: "arechigamelissa@yahoo.com" <arechigamelissa@yahoo.com>
Sent: 1/13/2023 5:00:20 PM
To: "laart@metro.net" <laart@metro.net>
Subject: Re: Opposing the Dodger Gondola/ Land Back & Reparations Yes!

My name is Melissa Arechiga and I stand here before you as a representative of the surviving families that were violently evicted from Palo Verde, La Loma, and Bishop three Mexican indigenous communities that were destroyed to build Dodger Stadium. I am here today opposing the gondola project from Union Station to Dodger Stadium. Well, this may be exciting to some it is a sign of change and change that is not inclusive to all specific people of color. The Dodger corporation and the city of Los Angeles have a long partnership together working to destroy and exploit communities of color. The gondola represents gentrification the destruction of not only our communities but the environment and our beloved wildlife. The gondola project is no different than the deal that was made to take away our family's generational wealth by destroying our three communities to build Dodger Stadium. The Dodgers and the Los Angeles City council set to build the gondola in the middle of our communities and this would only benefit the Los Angeles Dodgers. Our residences and small business owners will suffer with this so-called revitalization project which is a code word in communities of color as gentrification a long time term that leaves are most vulnerable community members displaced with no benefit. The history between the Los Angeles Dodgers and the Los Angeles City council has left our city in worse condition from the deal in the 1950s when our homes in our three communities were destroyed and the lies that were told to the public about building public housing today leave us with the current issues of our houseless and affordability crisis that affects us all today. It is a win-win for the Dodgers and has been since Black Friday, May 8 1959 when our three communities were bulldozed and our families drugged out. It is time to put a stop to the Dodge corporation exploiting the people of Los Angeles. I strongly urge that everyone in the public and all elected officials oppose this project as it will have damaging effects that will last from generation to generation.

P255-1

From: Carol Ng <carolng38@yahoo.com>
Sent: 1/13/2023 9:10:08 AM
To: "LAART@metro.net" <laart@metro.net>
Subject: RE: Gondola Project Comment

Hello,

Although I agree with the idea of a non-polluting means of getting people to Dodger Stadium, I don't believe the Gondola Project is the answer.

P256-1

1) The Gondola idea was generated by former Dodger's owner, Frank McCourt. McCourt still owns the property around the stadium and benefits from the parking receipts. He probably thought of the Gondola Project as another way to earn more money. Currently, parking for drive up cars is \$30. If one obtains a pre-game parking ticket, it costs \$25. Although no Gondola fare amount has been set, it's rumored it will be about \$5 less than the above fees or about \$20. Of course by the time the project is completed, who knows how much the parking fee will be?

P256-2

2) The project will include towers and cables and a station at the stadium. The towers will cross Chinatown and other buildings and residences. This could displace some residents and provide unsightly views for others. This would qualify as a "not in my backyard" situation.

P256-3

3) Dodger Stadium is located in Elysian Park, a large, relatively under-developed open-space providing walking/hiking areas and sports and recreation venues. It is host to wildlife that would be disturbed and displaced by the construction and operation of the Gondolas. It could disrupt the airspace of the birds.

P256-4

4) The promoters try to cite the Gondola Project as a functional benefit for the city. Instead, it will merely be a tourist attraction that will become a destination, much like the Hollywood sign. Others hope it will be in operation in time for the Olympics. They also try to say this will provide transportation for the local residents, but don't mention having additional stops or stations along the route. Would it require the residents to hike into the stadium station? Or take a Metro bus up to the stadium?

P256-5

5) Although the promoters tout the fare amount as less than driving into the stadium, most people go with their friends and family. If they're driving, they can share the parking cost. If they're taking the Gondola, they would each have to pay the fare! In addition, most people will drive to Union Station where they would pay the \$6 parking fee. This practice would not "add up" and would not save vehicle emissions. If they take public transportation to Union Station, that would be an additional cost. If it's a night game, will Metro keep all of their lines running late to accommodate the Gondola fans?

P256-6

6) I was once at the Palm Springs tram and I went back down to the station while a friend I came with stayed at the top a little longer. Well, she and her toddler son got on the tram and, about half-way down, it stopped. It turns out the brakes failed and they had to stop it for repairs. They hung there in a crowded car for as long as it took for the needed parts to be picked up and flown to the top in a helicopter and the repairs made. What emergency plans will this project have in case of a mechanical failure? Will there be a means of evacuating the passengers or will they have to hang there indefinitely?

P256-7

I believe this project was conceived not as a convenience for fans or a benefit for the city, but as a money-making venture for the McCourts and the others who have joined them. This project is not a good idea and will not benefit the people of Los Angeles. Please register my objection to the Gondola Project.

P256-8

Sincerely yours, Carol Ng carolng38@yahoo.com Los Angeles 90026

From: Mary Livesay <info@email.actionnetwork.org>
Sent: 01/13/2022, 11:41 AM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

Dear Mr. Cory Zelmer,

My name is Mary Livesay and I work in downtown Los Angeles and I am writing to voice my strong opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

P257-1

My concerns are surrounding lack of transparency and the increased traffic that will result from this project.

From my understanding, Metro went forward with this project without an open public process and without competitive bidding. I don't understand the ownership or operation of the project because the details have been hidden from the community. Who is paying for this project?

P257-2

The other thing that worries me about the Gondola Project is the increase traffic that will occur around Chinatown and Union Station. As someone who commutes to downtown LA and walks from Union Station to work I already experience the high-volume of traffic and sometimes erratic and unsafe driving that results from this traffic. Increased traffic will pose a greater danger to pedestrians and make LA and even more unfriendly city to those who walk since project is designed to displace traffic from Dodger Stadium and push it onto the surrounding communities.

P257-3

Thank you for your consideration of my comments,
Mary Livesay
Claremont Resident
Los Angeles commuter and worker

Mary Livesay
mmcguin12@gmail.com
557 Carleton Place
Claremont, California 91711

From: Kaitlyn Brine <kbrine@homeboyindustries.org>

Sent: 01/13/2022, 9:27 AM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). My name is Kaitlyn Brine and I work in the community in which the gondola project would affect. I am originally from Boston, Massachusetts and since moving to Los Angeles I am constantly overwhelmed by the amount of environmental injustice I witness. This gondola project would further emit pollution into an already environmentally unsafe area and would most affect those at the margins.

P258-1

Kaitlyn Brine
kbrine@homeboyindustries.org
1228 Leighton Ave
Los Angeles, California 90037

From: Ricky de Laveaga <ricky@rdela.com>

Sent: 1/14/2023 1:06:13 AM

To: laart@metro.net

Subject: Written comments on the Aerial Rapid Transit Technology LLC proposal

Am I able to submit written comments on the Aerial Rapid Transit Technology LLC proposal (gondola) here? If so I would like to say:

As a longtime resident of Elysian Heights I am against this proposal with every fiber of my being.

Not only will it displace a significant portion of our community, but it will accelerate gentrification and destroy the character of our neighborhood.

Further, there will be a devastating impact to the area, significantly altering historic view sheds at Union Station and El Pueblo. New stations, towers, wires, and gondolas will result in a major change to this overall area of the city.

I have not spoken to a single neighbor, civic expert, or local leader in favor of the project. This is bad money looking to swindle taxpayers and leave us as collateral damage.

Ricky de Laveaga

P259-1

P259-2

P259-3

P259-4

Comment Letter – P260

This comment number has been intentionally skipped.

From: rgunasek <rgunasek@masonlive.gmu.edu>
Sent: 1/14/2023 9:00:52 AM
To: "LAART@metro.net" <LAART@metro.net>
Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer,

I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Sincerely,
Regards,
Rahul Gunasekaran

P261-1

From: Holly Harper <urbanairconditioner@gmail.com>
Sent: 1/14/2023 1:30:43 AM
To: LAART@metro.net
Subject: Gondola to Dodgers Stadium

Cory Zelmer, Deputy Executive Officer,
(or other Metro staff on LA Aerial Rapid Transit project)
Los Angeles County Metropolitan Transportation Authority

Respectfully, I most **strongly** oppose the LAART gondola project.

The most immediate bad outcome for implementing this project is that it will carve-out and occupy **public space** at both el Pueblo de Los Angeles Historic Monument and the Los Angeles State Historic Park for what will ultimately be **private** gain. We don't have open, green space to spare in Chinatown and these two stations will also loom large in the background of both the 1818 Avila Adobe and the State Park.

Neither do I view it in any way as a positive addition to the Union Station Forecourt and Promenade project currently under development, as part of the Connect US plan. Even in its latest watered-down iteration, this proposal makes a **start** at rebalancing the use of this area and connection to el Pueblo away from its prioritization of motorized vehicles and toward all of the rest of us on foot, bicycle or taking transit.

Finally: haven't the residents and neighborhoods in the canyons around Dodger Stadium suffered **enough** over the past six or seven decades from the oppressive presence of the Dodgers? McCourt is only the latest in a string of developers in control of all or part of the huge site of the Stadium, its parking lots and the vast potential embodied there.

Again, I'd ask why **one square inch** of the public spaces paid for and maintained by taxpayers should be sacrificed to support this theme park-like gimmick or McCourt's dreams of profiting massively from the redevelopment of the Stadium's parking lots? Once again Metro seems to be distracted by the latest shiny object, away from paying attention to the needs or desires of we peons traveling on foot, bike or bus.

Thank you for your time and attention.

Holly Harper, Architect
(California C-31456)

P262-1

P262-2

P262-3

P262-4

P262-5

From: Carey Bennett <careyjeanbennett@duck.com>
Sent: 01/14/2023, 8:32 PM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

I live in LA and work a full time job that doesn't pay enough for me to afford a car. I take LA metro bus and train 5 days a week as part of my commute. The experience is disgusting, unreliable, inefficient and unsanitary. We need funding to make the LA metro experience less miserable and more reliable - so why not use funds that *could* go into a tourist trap gondola that will disrupt the communities it would run through and instead use it to put a dent in the hideous current situation that is the LA Metro?

P263-1

Carey Bennett
careyjeanbennett@duck.com
2929 St George Street
Los Angeles , California 90027

From: Hayk Makhmuryan <info@email.actionnetwork.org>

Sent: 01/14/2023, 1:15 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

From gentrification to environmental impact, this project will be absolutely devastating to Chinatown, LA State Historic Park and the surrounding neighborhoods.

As an arts and cultural worker and organizer in downtown LA since 2008, I've been both an attendee and a facilitator at the State Historic Park many many times, and the experience of the park would be completely impoverished by the presence of this project.

As a tenants rights organizer since 2017, I can attest that this project, even if well intentioned will push out and destroy the lives of thousands of most vulnerable locals with callous predictability.

Please do not invest in a project that is a toy of the rich at the cost of hurting the average resident, the poor, and the local neighborhoods.

I'm an avid user of public transportation and I appreciate very much all the transit projects improve the lives of residents across the board (like improvement in bus lines and operation); this Gondola project is not one of them.

Thank you,
Hayk Makhmuryan

Hayk Makhmuryan
hayhayk@yahoo.com
1521 E Windsor Rd Apt 15
Glendale, California 91205

P264-1

P264-2

P264-3

P264-4

From: shotofgold <raganne@gmail.com>
Sent: 1/15/2023 1:41:07 AM
To: LAART@metro.net
Subject: NO to the proposed aerial gondola to Dodger Stadium

To Cory Zelmer, deputy executive officer, LA County MTA:

I am stating my opposition to the creation of this aerial gondola that would link Union Station and Dodger Stadium at Chinatown's expense.

This is as bad as the proposed aerial tram from Warner Brothers to the Hollywood Sign that would have been at the expense of the City's urban wilderness, Griffith Park.

Both proposals belong in the trash heap of ill-conceived ideas.

This Dodger Stadium proposal was given unusual no-bid fast tracking after being proposed by Frank McCourt in 2018. The traffic and environmental claims made by this proposal have been strongly challenged by data from the Sierra Club, by UCLA's Mobility Lab, by LA River State Park Partners, and by UCLA's Institute of Environment and Sustainability.

Instead of this tram literally hanging over the community, a better option would be dedicated bus lanes for the existing Dodger Express, a shuttle service from Union Station to Dodger Stadium run by LA Metro.

The community that would be affected - Chinatown, Lincoln Heights and Solano Canyon - has spoken up vehemently against the tram, most recently at a public meeting on 1/12/2023 that allowed for no public comment, so that the community was forced to take over the meeting in order to have their concerns and protests heard.

Please listen to the community and discard this proposal.

Thank you,
Freda Shen
Silver Lake, CA 90039

P265-1
P265-2
P265-3
P265-4
P265-5

From: Zach <93nyr94@gmail.com>

Sent: 1/14/2023 11:28:39 PM

To: LAART@metro.net

Subject: I support zero-emissions transportation in Los Angeles

Dear Mr. Cory Zelmer, I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos. Sincerely, LA Resident

P266-1

From: The Burgards <theburgards@gmail.com>
Sent: 1/15/2023 4:45:27 PM
To: LAART@metro.net
Subject: We Oppose Stadium Gondola Project

To whom it may concern,
Please accept this email as our strong opposition to the proposed gondola project terminating at Dodger Stadium. The cost/benefit and public use projections are unrealistic and the damage to Chinatown's cultural identity would be immeasurable.
Thank you for your consideration,
The Burgard family

P267-1
P267-2

From: Sara Z Mijares <sarazmijares@gmail.com>
Sent: 1/15/2023 8:35:14 PM
To: LAART@metro.net
Subject:

Dear Cory
I would lo speak with you about the Gondola Airail project.

I have been a DRAC member for Metro for a few years, participated as a CBO member in the Eastside Corridor Metro Project and we are starting a small contract as a CBO for the LA Transit Traffic Reduction Project.

Please let me know what day and times are convenient for you. This is my cell phone. 562 505 6023. I am out of town until January 23 and there is a 3 hour time difference from California, we are 3 hours ahead of you.

Thank you

--
*Sara Z. Mijares - **Senior Consultant*
Nonprofits, International Events - Business - Protocol

Tourism, Art & Cultural Promoter, Publishing
Email: sarazmijares@gmail.com
Cell: *562-505-6023 <http://562-505-6023>*

MUNDO STRATEGIC RESOURCES
President
www.mundostrategicresources.com

*NANOE - Board of Governors **National Association of Nonprofit Organizations & Executives*

Mundo Maya Foundation

President/Founder
www.mundomayafoundation.com

LA Angelina News - Publisher
(20+) La Angelina News | Facebook <https://www.facebook.com/laangelinanews>

Consejera - 2009-2011
Consejo Consultivo de los Mexicanos en el Exterior/
Advisory Council of Mexicans Abroad - Government of Mexico

Cultura Maya Parte 1

https://vimeo.com/172996566 <https://vimeo.com/172996566>
Cultura Maya Parte 2

https://vimeo.com/173544442 <https://vimeo.com/173544442>
LA Times Travel Show
https://www.youtube.com/watch?v=QRllvca9QEc <https://www.youtube.com/watch?v=QRllvca9QEc>

Desfile 15 Septiembre - Mundo Maya 2012

P268-1

*<https://www.youtube.com/watch?v=lrH7BNRKnUQ>
<<https://www.youtube.com/watch?v=lrH7BNRKnUQ>>*

From: Ezra M <ezra.n.muthiah@gmail.com>
Sent: 1/15/2023 9:49:06 PM
To: laart@metro.net
Subject: Stop Plans to Build the Gondola

Hello,

I am a Los Angeles resident writing in to urge you to halt all plans for building the gondola. I was born and raised in LA County and have been taking Metro to school, work, and recreationally since I was 12. I love Metro and I am passionate about expanding access to public transportation in LA. But this gondola project is not that. Research has shown that it will do nothing to help ease traffic. Instead, the gondola simply displaces the burden of Dodger's Stadium parking onto poorer communities who are not asking for this gondola and who will not benefit from it. In line with it changing traffic in the surrounding area by less than one percent, it also does nothing to curb greenhouse gas emissions. We want shuttles, not expensive gimmicks!

Despite financial backing from Frank McCourt, there has been a pattern of projects like these inevitably footing taxpayers with the bill. Taxpayers can especially expect our money to be wasted because there has been zero transparency about long-term operation costs and who ends up paying if/when the project runs over budget.

I hope that my personal stake in this is not lost in these more technical talking points. I love this city, I love Metro, I love the Dodger's. I want what's best for all of us, and this gondola just isn't it.

I hope you take this into consideration and recognize what this city needs, and what it doesn't need.

Thank you,

Ezra Muthiah
registered voter in LA's District 4

P269-1
P269-2
P269-3

From: Tom Zhang <info@email.actionnetwork.org>
Sent: 01/15/2023, 9:27 M
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

I worked to serve Chinatown residents with the Chinatown Service Center vaccine clinic in 2021. As someone who has a deep appreciation for the neighborhood and also has an understanding of the history of forced displacement and marginalization of the LA Chinese American community, I am deeply troubled by the plans to build the Gondola Project in and around Chinatown. Union Station was likewise a project that was built at the expense of the LA Chinese population - it rests on the bones of old LA Chinatown and its inhabitants. This Gondola Project doesn't even have the potential to benefit the residents of LA nearly as much as Union Station, and yet it is for some reason being seriously considered, despite the outsized impact it will have on the residents of neighborhoods like Chinatown, which is already facing gentrification, air pollution, and heavy traffic. The idea of building a gondola is not just outdated, it is also a horribly inefficient method of transit - ferrying something like 16 people a cabin (if that). A far better use of the funds needed to construct an air gondola system would be to simply invest in more existing public transit systems - dedicated bus lanes and more metro lines. This project will cause environmental damage, increase gentrifying pressures on Chinatown, and add an eyesore to the LA skyline, all in exchange for a negligible reduction in traffic at Dodger Stadium. Again, the solution should be methods like metro lines, bus lanes, and improving pedestrian/bike accessibility. All the Gondola Project will do is harm an already beleaguered population in LA's Chinatown and the surrounding areas.

P270-1

P270-2

P270-3

Best,
Tom Zhang

Tom Zhang
T.l.zhang2.3@gmail.com
702 Twin Oaks Drive
Decatur, Georgia 30030

From: Tiff H <info@email.actionnetwork.org>

Sent: 01/15/2023, 7:50 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

Hi Mr. Zelmer, I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

I grew up in Chinatown in the 90's and have seen the gentrification and changes to the neighborhood over the years. The impact of some of these developments have a devastating impact on residents due to corporate greed. Grocery stores that were once convenient to residents, have closed. Gone are the days of mom and pop shops inside tiny stalls that boast a lively neighborhood that drew both locals and tourists alike.

Many residents are elderly immigrants that don't speak any english nor possess the necessary tools to communicate their opposition to this project. The lack of transparency with the community has shown that there was no intent to invite any true discussion with the residents.

We should use the funding for better existing transit options for everyone. As we all know, Los Angeles is currently under a state of emergency over the homeless crisis. How about we try to solve a more dire need before we provide luxury transit for visitors? Most Angelenos, including myself, would agree.

Tiff H

spamtiffbots@gmail.com

centennial st

Los Angeles , California 900012

P271-1

P271-2

P271-3

From: Jacqueline Pabst <info@email.actionnetwork.org>

Sent: 01/15/2023, 6:57 M

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

┌ P272-1

Jacqueline Pabst

jacpabst@gmail.com

14031 , Weddington Street

Sherman Oaks , California 91401

From: David Shorter <info@email.actionnetwork.org>
Sent: 01/15/2023, 12:51 PM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

P273-1

I am an UCLA professor who works with various communities pertaining to land stewardship and community health. While I personally would be impacted very little, I am writing you because many community members are disempowered by the project and even by the process by which to voice their opposition to the project. On behalf of those who work over sixty hours a week, those who are not privileged with technology, or who might not feel worthy of being heard in official capacities, I write in opposition to the Gondola.

P273-2

The Gondola was a vanity project dressed up as a public good where the public served is not the communities negatively impacted by the literal change to their urban environment.

P273-3

Thank you for paying attention to the calls of the impacted communities.

Yours,
Dr. David Delgado Shorter
UCLA

David Shorter
imndalyte@yahoo.com
6941 Orion Avenue
Van Nuys, California 91406

From: Grace Doyle <info@email.actionnetwork.org>
Sent: 01/15/2023, 11:29 AM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

I cannot believe the audacity of this proposal. It's not transit. It's for tourists. And who exactly is paying for it? Even if it's privately funded, it's using a public resource- the historic park. The nature of which will be completely changed when there are massive metal cars dangling above head. That is not what parks are for. Where have the public commenting opportunities been? Where is the reach out to the community? All I've seen is propaganda in the form of a car displayed in the dodgers parking lot with no mention of any of the concerns opponents have. Just an advertisement as if the gondola is destiny. Stop the corruption. Build transit for the people.

Grace Doyle
gracemckd@gmail.com
1903 Rosebud Ave
Los Angeles , California 90039

P274-1
P274-2
P274-3

From: Bryan Bosque <info@email.actionnetwork.org>

Sent: 01/15/2023, 11:09 AM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

┌ P275-1

Bryan Bosque

bryanbosque@gmail.com

514 S Mariposa Ave

Los Angeles, California 90020

From: Kim Reyes <info@email.actionnetwork.org>

Sent: 01/16/2023, 12:13 AM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

┌ P276-1

Kim Reyes

reyes.kimberly4@gmail.com

209 N Boylston St.

Los Angeles , California 90012

From: nick scottrussell <info@email.actionnetwork.org>

Sent: 01/15/2023, 11:56 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

How is this benefitting the public? I know that it's gentrifying Chinatown which hurts a historically oppressed population. I know it's money that won't be going towards building new train lines or making busses free. Who is paying for this ski lift? Tax payers? Even if it's privately funded, it's using public resources. This project is an obvious "no". A perfect picture of corruption that's run rampant in LA politics for far too long.

nick scottrussell
nickscottrussell@gmail.com
1903 rosebud ave
saint paul, California 90039

P277-1

P277-2

From: Liliana Cortez <info@email.actionnetwork.org>

Sent: 01/15/2023, 11:44 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

┌ P278-1

Liliana Cortez

malili41.87@gmail.com

954 N St Andrews

Los Angeles , California 90023

From: Jaime Zavala <info@email.actionnetwork.org>
Sent: 01/15/2023, 11:30 PM
To: LAART@metro.net
Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to tell you I don't want this Gondola project to go through. What is the point of an aerial gondola that services a specific subset of people going from Union Station to Dodger's stadium? What does that do to solve our traffic congestion? How is this conducive to getting more single rider vehicles off the road? How is this lowering emissions? Why aren't you using OUR resources to fund forms of public transit around the city that actually benefit all Los Angelinos? Do not go through with this. It is not worth the displacement of people in the gondola's planned path. It is not worth the potential rent increases to surrounding neighborhoods.

P279-1

P279-2

I love riding the LA metro bus lines and the new expanded rail lines around the city. Those are a way forward in public transit that stand to benefit everyone. Not a specialized gondola to a sports stadium.

P279-3

Jaime Zavala
jaimezavala1986@gmail.com
723 S Chapel Ave Apt C
Alhambra, California 91801

From: Kassandra Zepeda <info@email.actionnetwork.org>

Sent: 01/15/2023, 9:40 PM

To: LAART@metro.net

Subject: Public Comment: Los Angeles Aerial Rapid Transit (LA ART) Project DEIR

Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

As a resident of the solano community, I will be impacted by this project. I am concerned about this project for the following reasons:

-This project will increase the impacts of air pollution from vehicle emissions in an area already overburdened by air emissions. My son and I already suffer from asthma caused by the pollution already surrounding us , we try our best to keep ourselves as healthy and safe as possible and building the gondola would only impact me and my 5 year olds health even more.

-This project will lead to displacement and increase the cost of rent in the area. I am trying to raise my family as best I can . I live with my husband and 2 children , we are BARELY surviving and making ends meet and to pay rent . This would greatly impact our lives with rent increases , can you imagine the drastic sudden changes we would need to do to survive and keep our children healthy and safe. I am sure this is not something YOU would be happy having to do let alone the unnecessary stress this will cause not only to my children but my children's friends who all live within the neighborhood.

-Lack of community consultation: The community has been neglected and our voices have not been heard. No one asked us our vision for our community. You are shutting our voices down and closing us out, when we as a community have been keeping this place safe and clean for all the families and children living here. This is will NOT benefit anyone here Instead it will affect all of us. I am sure you would be very unhappy if this was happening near your home without ever caring about what you had to say about it and without your consent . This unfair to our children they DO NOT DESERVE THIS

Kassandra Zepeda
k.gama09@gmail.com
541 Solano Ave, 211
Los Angeles, California 90012

P280-1

P280-2

P280-3

P280-4

From: drohatyn@icloud.com
Sent: 1/15/2023 5:58:57 PM
To: laart@metro.net
Subject: Proposed aerial tram

Los Angeles County Metropolitan Transportation Authority,
One Gateway Plaza, Los Angeles, CA 90012.

Att: Cory Zelmer, deputy executive officer,

Dear Sir:

A gondola from Union Station to Dodger Stadium makes about as much sense as a ski lift in the Amazon, or a snowmobile in the Sahara. This is Chinatown, Frank. You can't ignore, let alone, leap-frog over it. One must respect both its presence and its inhabitants, while protecting them from serious problems that any aerial transportation system would surely encounter, be it a snapped cable, an earthquake, a short-circuit, a computer glitch, or mechanical malfunctions that would endanger the lives of passengers, motorists and residents, simultaneously. As it stands, the plan is an invitation to disaster, and a major accident waiting to happen. It is also bound to be expensive and far from cost-effective, hence not worth the risk. If only Vin Scully were alive, he'd explain why, in ways that even City Hall might grasp. Listen in: "Frank McCourt has tremendous local power, especially in the alleys adjacent to freeway traffic. . . waiting for the 1-1 switch: Karen Bass lifts a high ride, deep to downtown—she is going, going, gondola." Once again, it's time for political hardball—but why dodger a flying bullet? Or are we still in Chinatown, after all?

Faithfully yours,

Dennis Rohatyn

drohatyn@icloud.com

(619) 318-5373

P281-1
P281-2
P281-3

From: SUELLEN WAGNER <suellenwagner@me.com>
Sent: 1/16/2023 1:12:16 AM
To: laart@metro.net
Subject: OPPOSE Los Angeles Aerial Rapid Transit Project

To Whom It may concern:I oppose the Los AngelesAerial Rapid Transit Project, due to severe negative impacts on the communities that will be "overflown" at low altitude by the gondolas. These communities are being disregarded, indeed sacrificed, for the purpose of yet another gondola tourist attraction. It won't work in Griffith Park and it won't work here, without imposing harsh impacts on citizens that have little to no defense against the City of Los Angeles, LA Metro, and the unaffected populace.This proposed project will not meet the objectives of the project, i.e. reducing traffic by becoming a mobility hub. There are easier, faster, and better ways to meet the objectives, such as making better use of existing bus lanes.In addition, what is a mobility hub? Will this new hub have other purposes, for other modalities such as Advanced Air Mobility/Urban Air Mobility? Will such, extremely impactful, deleterious uses be stacked onto the hub, leading to impacts that are unforeseen by the community, who is left out of decision making, but in the already in the works by LA's policymakers and leaders?As a community activist in Studio City, I have seen continually that citizens are continually ignored when it comes to development, on City, State and Federal levels, and are shut out of the process -- their requests for information about safety, environmental impacts, and costs are left unanswered. This must change.Find a better way to get people to Dodger Stadium. There is no need to work around the Developer/Owner's desire to expand his facilities. For once, listen to common sense -- which is not coming from Metro, but rather the affected communities.STOP THE GONDOLA!Sincerely,Suellen WagnerStudio City, CA 91604Save Coldwater Canyon

P282-1
P282-2
P282-3

From: ric romero <ricromero2002@yahoo.com>
Sent: 1/16/2023 6:21:52 AM
To: LAART@metro.net
Subject: No góndola

To whom it may concern:

I have lived in the community of Solano Canyon for 48 years, and have noticed a lot more traffic, events and parking issues around our local community with the Dodger organization. And with no warning or deal with it type business mentality that has affect the community with parking, carbon foot print, and no benefits to the local community. Dodger organization has benefited from events and expansion, but has no regards with the community. We have voiced our concerns with previous events and falls on deaf ears. Feels like when people got displaced in the 50s and had no voice for the working community of palo verde and Chavez Ravine. Building this gondola doesn't resolve traffic it increases it. Makes. A bigger issue with Carbon foot print, parking issues due to people want to park in the community because it's free vs. parking at the state park because they charge.

The local view of the skyline to downtown gets disrupted by a monstrous towers, cables and gondolas. Metro has created more traffic on streets than lessen the impact for traffic, such a bus lanes. This will be another issue for the local Bishop, China town, and area where there will be a stop for the gondola. Please do not move forward with the gondola.

Ric Romero
820 Solano ave.
Los Angeles, ca 90012
Sent from my ijuey!

P283-1

P283-2

P283-3

P283-4

From: Sara Z Mijares <sarazmijares@gmail.com>
Sent: 1/15/2023 9:54:17 PM
To: LAART@metro.net
Subject: Aerial Gondola project feedback

Dear Cory:

I would like to speak with you regarding the Aerial Gondola project.

I have been reading some of the news reports and different quotes of groups, people, orgs, etc. that are against this project.

Since the comment period is due in two days and one of them is a holiday, I would really like to exchange some ideas with you before sending an official comment.

In early September 2022 I was in Bolivia doing some cultural/entrepreneurial training work for indigenous communities and I loved the aerial transportation that they have and I thought "this would be a wonderful way of cutting down dome traffic in LA" not knowing that this project has been in existence. However, as a DRAC Metro member, I know first hand that if community feedback is not secured from the beginning the backlash is harsh.

Please get back to me at 562 505 6023.

Thank you.

--

*Sara Z. Mijares - **Senior Consultant*
Nonprofits, International Events - Business - Protocol

Tourism, Art & Cultural Promoter, Publishing
Email: sarazmijares@gmail.com
Cell: *562-505-6023 <<http://562-505-6023>>*

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(20+) La Angelina News | Facebook <<https://www.facebook.com/laangelinanews>>

Consejera - 2009-2011
Consejo Consultivo de los Mexicanos en el Exterior/
Advisory Council of Mexicans Abroad - Government of Mexico

Cultura Maya Parte 1

<https://vimeo.com/172996566> <<https://vimeo.com/172996566>>

P284-1

Cultura Maya Parte 2

<https://vimeo.com/173544442> <<https://vimeo.com/173544442>>

LA Times Travel Show

*<https://www.youtube.com/watch?v=QRllvca9QEc>
<<https://www.youtube.com/watch?v=QRllvca9QEc>>*

Desfile 15 Septiembre - Mundo Maya 2012

*<https://www.youtube.com/watch?v=lrH7BNRKnUQ>
<<https://www.youtube.com/watch?v=lrH7BNRKnUQ>>*

From: Brad Bain <brad_bain@live.com>
Sent: 1/10/2023 11:37:27 PM
To: "LAART@metro.net" <LAART@metro.net>
Subject: COMMENT PERIOD - LETTER OF SUPPORT

Hello,

I live at 3036 Atwater Ave, Los Angeles CA 90039 -- close to both Union Station, Elysian Park, and Dodgers Stadium.

I absolutely support this project, and support the Draft EIR. This will be so helpful to so many people and further encourage the crowds to take transit to Dodgers Stadium, which is currently a giant parking lot choked by car traffic.

P285-1

Best,
Bradley Bain

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjīng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

尊敬的市政府、市议员、有关负责人：

反对亿万富翁及前道奇老板 Frank McCourt 搭建一架人们从联合车站载到道奇体育场的空中缆车！

因为浪费纳税人的钱，为谋求娱乐人士的利益服务，不顾缆车极其危险的在唐人街社区民宅上空穿梭，危及居民的人生安全。

希望市政府和市议员、洛杉矶县大都会交通管理局副执行官为解决当前首要问题，将 1.25 亿美元为低收入人士建造老人公寓，和无家可归流浪人士公寓，以及建造 24 小时急诊医院和住院部、大型超市、公共厕所，更方便、更实际、更美好的优越环境为华人社区广大市民安居乐业服务！

谢谢！

P286-1

P286-2

P286-3

Date: 1.3.2023 Name: Xulan

Signed: Xulan

Fecha: Nombre:

Firmado:

日期： 姓名：

签：

Riqí: Xingmíng:

▶ RECEIVED ◀

JAN 10 2023

Comment Letter - P287

COMMENTS: I would like to submit the following comments on the LA ART gondola Draft environmental impact report:

COMENTARIOS. Quisiera presentar los siguientes comentarios sobre el borrador del informe de impacto ambiental del proyecto de la góndola LA ART:

注释。我想就《LA ART 缆车环境影响报告草案》提出以下意见：

Zhùshì. Wǒ xiǎng jiù LA ART lǎnchē huánjìng yǐngxiǎng bàogào cǎo'àn tíchū yǐxià yìjiàn:

PRIVATE INVESTMENTS FOR THIS PROJECT
WOULD BE ACCEPTABLE TO ME BUT STRONGLY
FEEL THAT NO PUBLIC FUNDS SHOULD BE
USED UNTIL WE ADDRESS THE HOMELESS
PROBLEM AND LACK OF LOW COST
HOUSING IN LOS ANGELES.

P287-1

Date: 12-26-2022 Name: DALE BRANDENBURG

Signed: Dale Brandenburg

Fecha: _____ Nombre: _____

Firmado: _____

日期：_____ 姓名：_____

签：_____

Rìqí: _____ Xìngmíng: _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

RECEIVED

JAN 10 2023

Comments | Comentarios | 意見

I think its a great idea less traffic.
More parking.

P288-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Crystal Hernandez

Date | Fecha | 日期 12-13-22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 4744 Hammel St

City | Ciudad | 城市 LA CA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

RECEIVED
JAN 10 2023

Comments | Comentarios | 意見

I think the gondola is a great idea.
I am a senior citizen and would use it to
go to the stadium.

P289-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Geri Foye

Date | Fecha | 日期 Dec. 13, 2022

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 717 Carhart Ave

City | Ciudad | 城市 Fulleston, CA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 92833

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Angeles

洛杉磯空中快速交通項目草案 EIR 的評論

▶ RECEIVED ◀

JAN 10 2023

Comments | Comentarios | **意見**

I support the L.A. Aerial Rapid transit project

P290-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Martin Campos

Date | Fecha | **日期** 12-19-22

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** 2734 E 6th St. #3

City | Ciudad | **城市** LA

State | Estado | **州** CA Zip | Código postal | **郵政編碼** 90033

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

RECEIVED

JAN 10 2023

Comments | Comentarios | 意見

I support the Glendale since many people have disabilities and this will make it easier for them to visit the stadium

P291-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Elizabeth Wreiter

Date | Fecha | 日期 12/13/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 438 E. Gladstone St

City | Ciudad | 城市 San Dimas

State | Estado | 州 Ca Zip | Código postal | 郵政編碼 91773

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

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JAN 10 2023

Comments | Comentarios | 意見

I think its a great idea for the Monarda to be built because of traffic.

P292-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Daniel Montoya

Date | Fecha | 日期 12/13/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 438 S. Gladstone St.

City | Ciudad | 城市 San Dimas

State | Estado | 州 Calif Zip | Código postal | 郵政編碼 _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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Comments | Comentarios | 意見

I agree the gunadala is a great idea. I truly agree with this. In fact are they hiring I would love to be part of the team.

P293-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Iris J Ramirez

Date | Fecha | 日期 12/13/2022

Organization | Organización | 公司名稱 Resident A

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 104 S Ave 6th

City | Ciudad | 城市 LA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90042

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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Comments | Comentarios | 意見

I support the bond and I think it's beneficial to people with no car and to people that are disabled.

P294-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Jade Castillo

Date | Fecha | 日期 12-13-2022

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件 jade04castillo@gmail.com

Address | Dirección | 地址 515 Colonia De Los Cedros blvd.

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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JAN 10 2023

Comments | Comentarios | 意見

I SUPPORT THE GONDOLA TO HELP CONTROL TRAFFIC SINCE IT IS BAD ALONG SUNSET HEADING TO THE GAMES.

P295-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 DAVID SANCHEZ

Date | Fecha | 日期 12/14/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件 DSANCHEZ1959@HOTMAIL.COM

Address | Dirección | 地址 6116 SOUTHSIDE DR

City | Ciudad | 城市 LA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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JAN 10 2023

Comments | Comentarios | **意見**

I think its an amazing idea to get the Gondola so it can decrease the traffic during the Dodger games

P296-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Enrique Robles

Date | Fecha | **日期** 12/14/22

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** 6116 Southside Dr

City | Ciudad | **城市** LA

State | Estado | **州** CA Zip | Código postal | **郵政編碼** 90022

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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JAN 10 2023

Comments | Comentarios | **意見**

I support the Gondola Project especially as it will help control all the heavy traffic in the area while the Dodgers are playing.

P297-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Norma Sanchez

Date | Fecha | 日期 12/14/2022

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 dolphin61164@yahoo.com

Address | Dirección | 地址 61164 Southside Dr.

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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JAN 10 2023

Comments | Comentarios | 意見

I support the Gondola since it is going to help with parking at the Dodger game and it take only seven minutes

P298-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 MARIA

Date | Fecha | 日期 12-14-22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 6567 E. Olympic

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CA. Zip | Código postal | 郵政編碼 90022

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JAN 10 2023

Comments | Comentarios | **意見**

I support the Gondola Project as it will lessen all the traffic in the area especially during the Dodger games!

P299-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Guadalupe Rabadau

Date | Fecha | 日期 12-14-22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 552 1/4 ferris AV

City | Ciudad | 城市 L.A

State | Estado | 州 CIA Zip | Código postal | 郵政編碼 90022

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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Comments | Comentarios | 意見

The Gondola ^{will help} with the time it will take to get to Dodger stadium that is why I support this project

P300-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Alejandro

Date | Fecha | 日期 12-14-22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 6567 E. Olympic

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

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JAN 10 2023

Comments | Comentarios | 意見

~~1/10/2023~~ I support the Gondola since it was help with the traffic in the Area

P301-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Benjamin Nancina

Date | Fecha | 日期 12-14-2022

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 753 E 41st ST

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CALIF Zip | Código postal | 郵政編碼 90011

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Comments | Comentarios | 意見

The Gondola will be good as it will help with the traffic to Dodger stadium.

P302-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Verónica Heen

Date | Fecha | 日期 12-19-2022

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 753 E 41st ST

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CALIF Zip | Código postal | 郵政編碼 90011

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Comments | Comentarios | 意見

I support the Gondola since it would only take 7 minutes to get to Dodger stadium + eliminate a lot of cars at the stadium

P304-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Andrew Inessa

Date | Fecha | 日期

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 905 W. Garfield Ave

City | Ciudad | 城市 ALHAMBRA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 91801

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Comments | Comentarios | 意見

The Gondola sounds like a great idea so we can have less congestion while going to + from the Dodger games

P305-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Tina Robles

Date | Fecha | 日期 12/14/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 6116 southside Dr

City | Ciudad | 城市 LA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

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Comments | Comentarios | 意見

I like the idea of not driving to the games and just relaxing in the Gondola "with a view"

P306-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Manuel Cruz

Date | Fecha | 日期 12/15/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 17746 Boulay st

City | Ciudad | 城市 La Puente

State | Estado | 州 Ca Zip | Código postal | 郵政編碼 91744

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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Comments | Comentarios | 意見

We needed something like the Gondola years ago to help with all the traffic going to Dodger games "Great Idea"

P307-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Arleen Rivera

Date | Fecha | 日期 12/15/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 4452 N. Shady Dale Ave

City | Ciudad | 城市 Covina

State | Estado | 州 CA Zip | Código postal | 郵政編碼 91722

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洛杉磯空中快速交通項目草案 EIR 的評論

Comments | Comentarios | 意見

I agree with the construction of the Gondola to help ~~us~~ with all the traff going to the games

P308-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Jose Sanchez

Date | Fecha | 日期 12/15/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 18151 E Valley Bl #96

City | Ciudad | 城市 La Puente

State | Estado | 州 CA Zip | Código postal | 郵政編碼 91744

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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Comments | Comentarios | 意見

The idea of a new way to travel to the Dodger games is a great idea

P309-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Diane Brown

Date | Fecha | 日期 12/15/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 1333 W Garvey Ave N #219

City | Ciudad | 城市 West Covina

State | Estado | 州 California Zip | Código postal | 郵政編碼 91790

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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JAN 10 2023

Comments | Comentarios | 意見

I AM A SENIOR AND WILL BE GLAD TO SEE AND RIDE THE GONDOLA IN MY LIFETIME

P310-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 HELEN HURTADO

Date | Fecha | 日期 12/15/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 16246 DOUBLEGROVE

City | Ciudad | 城市 LA PUENTE

State | Estado | 州 CA Zip | Código postal | 郵政編碼 91744

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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JAN 10 2023

Comments | Comentarios | 意見

I was so happy to hear there is a new way to get to Dodger stadium

P311-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Aicena Cruz

Date | Fecha | 日期 12/15/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 17746 Boulay St

City | Ciudad | 城市 La Puente

State | Estado | 州 CA Zip | Código postal | 郵政編碼 91744

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Comments | Comentarios | **意見**

I like the idea of the Gondola

P312-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Jorge Hurtado

Date | Fecha | 日期 12/15/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 16246 Doublegrove

City | Ciudad | 城市 La Puente

State | Estado | 州 Ca Zip | Código postal | 郵政編碼 91744

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JAN 10 2023

Comments | Comentarios | 意見

I support the Gondola because it will help for us to get to the games in less time without so much traffic

P313-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Rachel Sanchez

Date | Fecha | 日期 12/15/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 18151 E. Valley Bl #96

City | Ciudad | 城市 La Puente

State | Estado | 州 California Zip | Código postal | 郵政編碼 91744

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Comments | Comentarios | **意見**

This is a godsent to all the people who live by Dodger stadium

P314-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Monica Cruz

Date | Fecha | **日期** 12/15/22

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** 17746 Boulay st

City | Ciudad | **城市** La Puente

State | Estado | **州** CA Zip | Código postal | **郵政編碼** 91744

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Comments | Comentarios | 意見

What a great convenience why did it not happen sooner
I support this

P315-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Mary Jo Cruz

Date | Fecha | 日期 12/15/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 17746 Boulay St

City | Ciudad | 城市 La Puente

State | Estado | 州 Ca Zip | Código postal | 郵政編碼 91744

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JAN 10 2023

Comments | Comentarios | **意見**

The Gondola is a good idea for all who attend the games at Dodger Stadium we will be able to get home sooner without waiting for all the traffic

P316-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Danny Rivera

Date | Fecha | 日期 12/15/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 4452 N. Shadydale Ave

City | Ciudad | 城市 Covina

State | Estado | 州 California Zip | Código postal | 郵政編碼 91722

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Comments | Comentarios | 意見

Very interesting concept. would like to see this happen.

P317-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Yolanda Garza

Date | Fecha | 日期 12-14-22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 1307 S. La Verne Ave.

City | Ciudad | 城市 L.A. CALIF

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

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JAN 10 2023

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JAN 10 2023

Comments | Comentarios | 意見

I LOVE THE IDEA OF THE GONDOLA

P318-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Monique Bracamontes

Date | Fecha | 日期 12/16/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 513 S. Camulos St

City | Ciudad | 城市 Los Angeles

State | Estado | 州 California Zip | Código postal | 郵政編碼 90033

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Comments | Comentarios | 意見

The Gondola would be good to go in and out of the stadium since to get out at the end of the game, and it even better since its free.

P319-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Eric Bracamontes

Date | Fecha | 日期 12/16/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 513 S Camulos St

City | Ciudad | 城市 LA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90033

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Comments | Comentarios | 意見

I support the Gondola since it would help with traffic on the streets going to Dodger Stadium.

P320-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Anel Becerra

Date | Fecha | 日期 12/16/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 9816 Mc NERNY AVE #C

City | Ciudad | 城市 South Gate

State | Estado | 州 CA

Zip | Código postal | 郵政編碼 90280

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

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Comments | Comentarios | **意見**

I support the Gondola for all the changes that it would ~~bring~~ bring to our city

P321-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Arturo Ortiz

Date | Fecha | 日期 12/16/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 9816 Mc Nerny Ave #C

City | Ciudad | 城市 South Gate

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90280

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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Comments | Comentarios | **意見**

I support the gondola, I believe it will be good for the community

P322-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Elena De Ardo

Date | Fecha | **日期** 12/16/22

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** 360 So. Mc Bride Ave

City | Ciudad | **城市** L.A.

State | Estado | **州** Ca Zip | Código postal | **郵政編碼** 9002

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Comments | Comentarios | 意見

I'm a dodger fan, and will like to be able to take the gondola to go to the games

P323-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Jennie Rubio

Date | Fecha | 日期 12/16/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 360 So. McBride Ave.

City | Ciudad | 城市 L.A.

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90020

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Comments | Comentarios | 意見

I will support the gondola, I don't drive + it will be nice to go see a Dodger game

P324-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Brian Rubio

Date | Fecha | 日期 12/16/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 360 S. McBride Ave.

City | Ciudad | 城市 L.A.

State | Estado | 州 Ca Zip | Código postal | 郵政編碼 90022

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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Comments | Comentarios | 意見

I'm a senior citizen & would like to go to a Dodger Stadium on the gondola

P325-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Emma Aguilar

Date | Fecha | 日期 12/16/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 360 So. McBride Ave.

City | Ciudad | 城市 L.A.

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

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JAN 10 2023

Comments | Comentarios | 意見

Driving all week long for work it will be nice to take the gondola to go see a game at Dodger Stadium

P326-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Jason Sepulveda

Date | Fecha | 日期 1/7/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 360 So. McBride Ave

City | Ciudad | 城市 LA

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

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JAN 10 2023

Comments | Comentarios | 意見

What a great idea
great for the Community

P327-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Gabriel Montanez

Date | Fecha | 日期 12-16-22

Organization | Organización | 公司名稱 Coalition de grupos de Daza Académica de Artes

Email | Correo electrónico | 電子郵件 p.montanez.teocalt@gmail.com

Address | Dirección | 地址 4917 Whittier BLV

City | Ciudad | 城市 Los Angeles

State | Estado | 州 Ca Zip | Código postal | 郵政編碼

90063

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JAN 10 2023

Comments | Comentarios | 意見

I SUPPORT THE GONDOIA, TO ELEVATE TRAFFIC] P328-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Vincent Puilla

Date | Fecha | 日期 12/16/2022

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 315 W LOHART AVE

City | Ciudad | 城市 MONTEBELLO

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90440

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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Comments | Comentarios | 意見

The gondola will help handycap people.

P329-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Martha Garcia

Date | Fecha | 日期 12/15/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 315 Lohant Ave

City | Ciudad | 城市 Montebello

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90640

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Comments | Comentarios | **意見**

A 7 min trip instead of a 30 min one sign me up!

P330-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Adam Reeves

Date | Fecha | **日期** 12-12-22

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** 980 Marview Ave.

City | Ciudad | **城市** Los Angeles

State | Estado | **州** _____ Zip | Código postal | **郵政編碼** _____

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JAN 10 2023

Comments | Comentarios | 意見

The gondola is a good project for new transportation in our city.

P331-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Martha Contreras

Date | Fecha | 日期 12/12/2022

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 932 1/2 Everett St.

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90026

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JAN 10 2023

Comments | Comentarios | **意見**

I Support the Construction of the gondola.

P332-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Rupert Jones

Date | Fecha | **日期** 12-12-22

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** 940 : narview Ave.

City | Ciudad | **城市** Los Angeles

State | Estado | **州** _____ Zip | Código postal | **郵政編碼** _____

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Comments | Comentarios | 意見

Aprobemos este proyecto y
construyamos la gondola para
todo Los Angeles.

P333-1

Translation: Let's approve this project and build the gondola for all Los Angeles.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Imelda Morales

Date | Fecha | 日期 12-12-2022

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 937 Beaudry Ave.

City | Ciudad | 城市 Los Angeles

State | Estado | 州 Zip | Código postal | 郵政編碼

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Comments | Comentarios | **意見**

I support the project

P334-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Estimada Lopez

Date | Fecha | **日期** 12-13-22

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** _____

City | Ciudad | **城市** _____

State | Estado | **州** _____ Zip | Código postal | **郵政編碼** _____

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Comments | Comentarios | 意見

P335-1

Support this project lets build it right away!

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Jaron Newman

Date | Fecha | 日期 12/13/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 921 Marview Ave.

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CA Zip | Código postal | 郵政編碼

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Comments | Comentarios | **意見**

Great Project for the Community

P336-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Alexander Black

Date | Fecha | **日期** 12-13-22

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** 917 White Knoll Dr

City | Ciudad | **城市** Los Angeles

State | Estado | **州** _____ Zip | Código postal | **郵政編碼** _____

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Comments | Comentarios | **意見**

LA ART supports my community I support them build the gondola

P337-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Linda Chen

Date | Fecha | **日期** 12/13/22

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** 920 Everett St

City | Ciudad | **城市** Los Angeles

State | Estado | **州** CA Zip | Código postal | **郵政編碼** 90070

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Comments | Comentarios | **意見**

I support the bondola

P338-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Amy Matthews

Date | Fecha | 日期 12/13/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 999 Everett St

City | Ciudad | 城市 _____

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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Comments | Comentarios | **意見**

Hopefully open before the olympics

P339-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Jesus Villanueva

Date | Fecha | **日期** Dec 13, 2022

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** 955 Beaudry Ave.

City | Ciudad | **城市** Los Angeles

State | Estado | **州** CA Zip | Código postal | **郵政編碼** _____

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Comments | Comentarios | **意見**

This project would provide transportation from Union Station to Dodger Stadium

It is a wonderful Idea.

P340-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Simon Lopez

Date | Fecha | **日期** 12-14-2022

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** 1000 Everett St.

City | Ciudad | **城市** Los Angeles

State | Estado | **州** CA Zip | Código postal | **郵政編碼** _____

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Comments | Comentarios | 意見

Hopefully this cleans up city traffic

P342-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Spencer Rites

Date | Fecha | 日期 12/14/2022

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 922 Beaudry Ave

City | Ciudad | 城市 Los Angeles

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

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Comments | Comentarios | **意見**

The sooner this is built the better

P343-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Kaylee Smith

Date | Fecha | **日期** 12/14/22

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** 906 Beaudry Ave.

City | Ciudad | **城市** Los Angeles

State | Estado | **州** _____ Zip | Código postal | **郵政編碼** _____

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Comments | Comentarios | **意見**

We want less traffic I support the Dodger gondola

P344-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** *Robert Slack*

Date | Fecha | **日期** *12-14-22*

Organization | Organización | **公司名稱**

Email | Correo electrónico | **電子郵件**

Address | Dirección | **地址** *934 Everett St*

City | Ciudad | **城市** *Los Angeles*

State | Estado | **州** _____ Zip | Código postal | **郵政編碼** _____

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Comments | Comentarios | **意見**

Apoyo el proyecto

P345-1

Translation: I support the project.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** *Juliette Lopez*

Date | Fecha | **日期** *12/14/22*

Organization | Organización | **公司名稱**

Email | Correo electrónico | **電子郵件**

Address | Dirección | **地址** *949 White Knoll Dr.*

City | Ciudad | **城市** *Los Angeles*

State | Estado | **州** _____ Zip | Código postal | **郵政編碼** _____

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Comments | Comentarios | 意見

The gondola will make less pollution and make it healthier for neighbors.

P346-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Justine Lee

Date | Fecha | 日期 12/14/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 9607 1/2 White Knoll Dr.

City | Ciudad | 城市

State | Estado | 州 Zip | Código postal | 郵政編碼

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Comments | Comentarios | **意見**

I Support the dodger gondola

P347-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Jason Ramirez

Date | Fecha | **日期** 12-15-22

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** 836 Beaudry Ave.

City | Ciudad | **城市** Los Angeles

State | Estado | **州** CA Zip | Código postal | **郵政編碼** _____

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Comments | Comentarios | **意見**

We want more zero emission transportation

P348-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Marissa Cortes

Date | Fecha | 日期 12/15/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 964 Marview Ave.

City | Ciudad | 城市 Los Angeles

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

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JAN 10 2023

Comments | Comentarios | **意見**

The gondola could remove 3,000 cars during the game, its a great idea.

P349-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Lesley Gomez

Date | Fecha | 日期 12-15-22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 836 Beaudry Ave.

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CA Zip | Código postal | 郵政編碼 _____

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JAN 10 2023

Comments | Comentarios | **意見**

It will help with traffic and clean up the air.
I support it.

P350-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Cindy Maciel

Date | Fecha | 日期 12-15-22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 934 Everett St.

City | Ciudad | 城市 Los Angeles

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

Comentarios sobre el reporte del EIR del Proyecto de Tránsito Rápido Aéreo de Los Ángeles

洛杉磯空中快速交通項目草案 EIR 的評論

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JAN 10 2023

Comments | Comentarios | 意見

My neighborhood has bad traffic, this will clean it up.

P351-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Destiny Cruz

Date | Fecha | 日期 12/16/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 945 Marview Ave.

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90026

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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JAN 10 2023

Comments | Comentarios | **意見**

LA ART will move 5000 people up and down the mountain every hour. I support it.

P352-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** Amber Cervantes

Date | Fecha | **日期** 12/16/22

Organization | Organización | **公司名稱** _____

Email | Correo electrónico | **電子郵件** _____

Address | Dirección | **地址** 942 White Knoll Dr.

City | Ciudad | **城市** Los Angeles

State | Estado | **州** CA Zip | Código postal | **郵政編碼** _____

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JAN 10 2023

Comments | Comentarios | **意見**

The gondola would be seven minutes from downtown to Dodger Stadium & support the Dodger Stadium gondola.

P353-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Callie Wiley

Date | Fecha | 日期 12/16/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 968 White Knoll Dr

City | Ciudad | 城市 Los Angeles

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

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Comments | Comentarios | **意見**

Este Proyecto es milagroso

P354-1

Translation: This project is miraculous.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | **姓名** *Mariposa Jimenez*

Date | Fecha | **日期** *12/16/22*

Organization | Organización | **公司名稱**

Email | Correo electrónico | **電子郵件**

Address | Dirección | **地址** *943 Beaudry Ave.*

City | Ciudad | **城市** *Los Angeles*

State | Estado | **州** Zip | Código postal | **郵政編碼**

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Comments | Comentarios | 意見

Un gran soporte de la comunidad

P355-1

Translation: A great community support.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Victor Balderrama

Date | Fecha | 日期 12-16-2022

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 1040 Figueras Ter.

City | Ciudad | 城市 Los Angeles

State | Estado | 州 Zip | Código postal | 郵政編碼

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JAN 10 2023

Comments | Comentarios | 意見

Yo apoyo La Gondola porque creo que seria
una ~~buen~~ buen transporte para llegar pronto
al Stadium de los Dodgers y para eliminar
traffico.

I support the gondola because I believe that it
will be a good idea for transportation and to reduce
traffic and gas money.

Translation: I support the Gondola because I think it would be a good means of transportation to get quickly to the Dodgers Stadium and reduce traffic.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Leticia Reynoso

Date | Fecha | 日期 12/12/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 1102 S. La Verne ave

City | Ciudad | 城市 LOS Angeles

State | Estado | 州 ca Zip | Código postal | 郵政編碼 90022

P356-1

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Comments | Comentarios | 意見

I support the Gondola since back in the days traffic on broadway was bad and is still bad. I grew up in lincoln Hts.

P357-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Raymond Noriega

Date | Fecha | 日期 12/12/22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 1102 S. La Verne ave

City | Ciudad | 城市 Los Angeles

State | Estado | 州 ca Zip | Código postal | 郵政編碼 90022

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Comments | Comentarios | 意見

I agree with the Gondola, because I struggle with transportation. So the Gondola will be a great alternative of transportation and not have to deal with traffic.

P358-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Leslie Reynoso

Date | Fecha | 日期 12/12/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 1102 S. La Verne Ave

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

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Comments | Comentarios | 意見

I support the Gondola since I feel it will be less traffic to get to the dodgers stadium.

P359-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Angela Reynoso

Date | Fecha | 日期 12/12/22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 1102 S. La Verne ave

City | Ciudad | 城市 Los Angeles

State | Estado | 州 Ca Zip | Código postal | 郵政編碼 90022

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JAN 10 2023

Comments | Comentarios | 意見

I look for to the Gandelah for 2 reasons.

Parking Lot Chaos There will less traffic when leaving the park.

Convenience when traveling alone you have convenience of using different ^{method} transportation.

P360-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Aketa Revilla

Date | Fecha | 日期 12/12/22

Organization | Organización | 公司名稱 [scribble]

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 4741 Hammel Street

City | Ciudad | 城市 Los Angeles

State | Estado | 州 Calif Zip | Código postal | 郵政編碼 90022

Comments on the Los Angeles Aerial Rapid Transit Project Draft EIR

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JAN 10 2023

Comments | Comentarios | 意見

I support the Gandola.

Can't wait to use the Gandola to commute to the Dodger Stadium.

P361-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Efrain Hernandez

Date | Fecha | 日期 12.12.22

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 4747 Hammel St.

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

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Comments | Comentarios | 意見

I support the Gandola.
Finally modernizing the transportation.

P362-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Gustavo Hernandez

Date | Fecha | 日期 12-12-22

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 4747 Hammel St.

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

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JAN 10 2023

Comments | Comentarios | 意見 I support the Gandola.
I can't wait to ride the Gandola.

P364-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Tanya Hernandez

Date | Fecha | 日期 December 12, 2022

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 4747 Hammel St.

City | Ciudad | 城市 Los Angeles

State | Estado | 州 CA Zip | Código postal | 郵政編碼 90022

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JAN 10 2023

Comments | Comentarios | 意見

I like the idea because it will not cause more smog. For that reason alone I will support this gondola project.

P365-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 [Handwritten Name]

Date | Fecha | 日期 [Handwritten Date]

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 [Handwritten Address]

City | Ciudad | 城市

State | Estado | 州 | Zip | Código postal | 郵政編碼

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Comments | Comentarios | 意見

I believe it will put us up there so, yes I support it.

P366-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Carlos Iguirre

Date | Fecha | 日期 12-13-2022

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 4739 E. Hammon St.

City | Ciudad | 城市 L.A.

State | Estado | 州 Calif Zip | Código postal | 郵政編碼 90022

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JAN 10 2023

Comments | Comentarios | 意見

They could view THE HO City
I SUPPORT CONDOLA

P367-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 JUAN GARCIA

Date | Fecha | 日期 12-13-2022

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 4739 HAMMEL ST

City | Ciudad | 城市 LOS ANGELES

State | Estado | 州 CALIFORNIA Zip | Código postal | 郵政編碼 90022

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Comments | Comentarios | **意見**

I think its an amazing idea and convenient, and support it

P368-1

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 *Yvonne Montoya*

Date | Fecha | 日期 *12/13/22*

Organization | Organización | 公司名稱 _____

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 *438 E. Gladstone St*

City | Ciudad | 城市 *San Dimas*

State | Estado | 州 *CA* Zip | Código postal | 郵政編碼 *91773*

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Comments | Comentarios | 意見

Support gondola

P369-1

Translation: Support the gondola.

Support gondola

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Anson Li

Date | Fecha | 日期

Organization | Organización | 公司名稱

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 600 N Broadway #805

City | Ciudad | 城市 LA

State | Estado | 州 Zip | Código postal | 郵政編碼

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Comments | Comentarios | 意見

支持纜車

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P370-1

Translation: Support the gondola.

Support Gondola

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Amy Li

Date | Fecha | 日期 _____

Organization | Organización | ~~公司名稱~~ _____

Email | Correo electrónico | ~~電子郵件~~ _____

Address | Dirección | 地址 600 N. Broadway # 805

City | Ciudad | 城市 LA

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

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Comments | Comentarios | 意見

支持纜車

Support Gondola

P371-1

Translation: Support the gondola.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 刘锦华 Joanne Liu

Date | Fecha | 日期 12

Organization | Organización | 公司名稱 长城 Great Wall

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 720 W. Broadway

City | Ciudad | 城市 CA

State | Estado | 州 Zip | Código postal | 郵政編碼

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P374-1

Comments | Comentarios | 意見

good

Lined area for handwritten comments.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Marina Chan CHEN

Date | Fecha | 日期 _____

Organization | Organización | 公司名稱 Fortune collection

Email | Correo electrónico | 電子郵件 _____

Address | Dirección | 地址 226 Alpine F

City | Ciudad | 城市 CA

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

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JAN 10 2023

P375-1

Comments | Comentarios | 意見

good

Multiple horizontal lines for handwritten comments.

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 *Lyn Chan*

Date | Fecha | 日期 _____

Organization | Organización | 公司名稱 *Fortune Collector*

Email | Correo electrónico | ~~電子郵件~~ _____

Address | Dirección | 地址 *226 Alpine F*

City | Ciudad | 城市 *LA*

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 _____

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Comments | Comentarios | 意見

leo lei 支持纜車

P376-1

Translation: Support the gondola.



Support Gondola

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 leo lei

Date | Fecha | 日期

Organization | Organización | 公司名稱 Jade wok

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 625 W. college #109

City | Ciudad | 城市 LA

State | Estado | 州 Zip | Código postal | 郵政編碼

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Comments | Comentarios | 意見

Support Gondola

P377-1

Translation: Support the gondola.

Support Gondola

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Ling

Date | Fecha | 日期

Organization | Organización | 公司名稱 Jade wok

Email | Correo electrónico | 電子郵件

Address | Dirección | 地址 675 W college 109

City | Ciudad | 城市 LA

State | Estado | 州 Zip | Código postal | 郵政編碼

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Comments | Comentarios | 意見

支持纜車

P378-1

Translation: Support the gondola.



Support Gondola

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 M. Anne

Date | Fecha | 日期 _____

Organization | Organización | 公司名稱 Clear 服裝店

Email | Correo electrónico | ~~電子郵件~~ _____

Address | Dirección | 地址 735 1/2 N Hight St Los Angeles

City | Ciudad | 城市 C.A.

State | Estado | 州 L.A. Zip | Código postal | 郵政編碼 90012

Support Gondola

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Comments | Comentarios | 意見

支持纜車

P379-1

Translation: Support the gondola.

Support Gondola

Contact Information | Información del contacto | 聯繫方式

Name | Nombre | 姓名 Supri in

Date | Fecha | 日期 _____

Organization | Organización | 公司名稱 YEE'S chinese jewelry Dynasty

Email | Correo electrónico | ~~電子郵件~~ _____

Address | Dirección | 地址 223 Alpine St. #E

City | Ciudad | 城市 L.A

State | Estado | 州 _____ Zip | Código postal | 郵政編碼 CA 90012

Support Gondola