

Appendix C

Public Comments on the Draft EIR

C.1 – Agencies (Local) (L)

C.2 – Agencies (State) (S)

C.3 – Groups and Organizations (GO)

C.4 – Public Comments (P/PH)

Appendix C.1 Agencies (Local) (L)

From: Evelyn Aguilar [eaguilar@aqmd.gov]

Sent: 10/20/2022, 11:18 AM

To: laart@metro.net

Cc: swang1@aqmd.gov

Subject: Technical Data Request: Proposed Los Angeles Aerial Rapid Transit Project

Dear Cory Zelmer,

South Coast AQMD staff received the Draft Environmental Impact Report (Draft EIR) for the Proposed Los Angeles Aerial Rapid Transit Project (South Coast AQMD Control Number: LAC221018-05). Staff is currently in the process of reviewing the Draft EIR. The public commenting period is from 10/17/2022 – 12/16/2022.

L1-1

Upon review of the files provided as part of the public review period, I was able to access the Draft EIR and associated Appendices on [METRO's](#) website.

Please provide an electronic copy of any live modeling and emission calculation files (complete files, not summaries) that were used to quantify the air quality impacts from construction and/or operation of the Proposed Project as applicable, including the following:

1. CalEEMod Input Files (.csv files);
1. Live EMFAC output files;
1. Any emission calculation file(s) (live version of excel file(s); no PDF) used to calculate the Project's emission sources;
1. AERMOD Input and Output files, including AERMOD View file(s) (.isc);
1. HARP Input and Output files and/or cancer risk calculation files (live version of excel file(s); no PDF) used to calculate cancer risk, and chronic and acute hazards from the Project;
1. Any other files related to post-processing done outside of AERMOD to calculate pollutant-specific concentrations (if applicable).

L1-2

You may send the above-mentioned files via a Dropbox link in which they may be accessed and downloaded by South Coast AQMD staff by **10/27/22**. Without all files and supporting documentation, South Coast AQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.

cont'd
L1-2

If you have any questions regarding this request, please contact me.

Thank you,

Evelyn Aguilar

Air Quality Specialist, CEQA-IGR

Planning, Rule Development & Implementation

South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765

Phone: 909-396-3148

E-mail: eaquilar@aqmd.gov

Hours of operation:

Tuesday - Friday 7:00 AM to 5:30 PM



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MATTHEW W. SZABO
CITY ADMINISTRATIVE OFFICER



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ASSISTANT
CITY ADMINISTRATIVE OFFICERS

PATRICIA J. HUBER
MALAIKA BILLUPS
BEN CEJA
YOLANDA CHAVEZ
EDWIN GIPSON II

Via Email and U.S. Mail
LAART@metro.net

January 17, 2023

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

RE: Aerial Rapid Transit Project DEIR Comment

Dear Mr. Zelmer:

I am writing to comment on the Draft Environmental Impact Report (DEIR) that Metro released on the Aerial Rapid Transit Project. Specially, I am informing Metro that the properties at 901 and 903 North Main Street, Los Angeles, California, 90012 (Assessor's Parcel Number [APN] 5408-008-909) are owned by the City of Los Angeles (City) and were approved for mixed use development -- affordable housing and services -- by the Mayor and City Council in August 2019 (Council File Number: 18-0930).

L2-1

The Los Angeles Housing Department currently has an Exclusive Negotiation Agreement (ENA) with Friends of Homeboy, LLC, for these properties and expects to execute the Development and Disposition Agreement no later than June 2023. The plan for these sites includes, transitional housing and affordable housing with supportive services, and a community center. Because of these facts, the City does not intend to divest itself of these parcels for any use besides providing affordable housing.

L2-2

Thank you for your immediate attention to this matter. If you require additional information, please contact Assistant City Administrative Officer, Yolanda Chavez, at 213-473-7522 or Yolanda.Chavez@Lacity.org.

L2-3

Sincerely,

MATTHEW W. SZABO
City Administrative Officer

cc: Mayor Karen Bass
Councilmember Eunisses Hernandez, District 1
Los Angeles Housing Department

Appendix C.2 Agencies (State) (S)

From: "Zelmer, Cory" <ZelmerC@metro.net>
Sent: 1/14/2023 12:54:05 AM
To: LAART <LAART@metro.net>
Subject: Fwd: CDFW comments on LA ART DEIR

Cory

Begin forwarded message:

From: "Silva, Felicia@Wildlife" <Felicia.Silva@wildlife.ca.gov>
Date: January 13, 2023 at 3:46:10 PM PST
To: "Zelmer, Cory" <ZelmerC@metro.net>
Cc: "Tang, Victoria@Wildlife" <Victoria.Tang@wildlife.ca.gov>, "Kwan-Davis, Ruby@Wildlife" <Ruby.Kwan-Davis@wildlife.ca.gov>, "Wilson-Olgin, Erinn@Wildlife" <Erinn.Wilson-Olgin@wildlife.ca.gov>, "Portugal, Julisa@Wildlife" <Julisa.Portugal@wildlife.ca.gov>, "Hailey, Cindy@Wildlife" <Cindy.Hailey@wildlife.ca.gov>, OPR State Clearinghouse <state.clearinghouse@opr.ca.gov>
Subject: CDFW comments on LA ART DEIR

?

Hello Mr. Zelmer,

The California Department of Fish and Wildlife (CDFW) has completed review of the Draft Environmental Impact report for the Los Angeles Aerial Rapid Transit Project for the Los Angeles County Metropolitan Transportation Authority. Please find CDFW's comment letter attached. If you have any questions or concerns regarding these comments, please feel free to contact CDFW at your convenience.

Best,

Felicia Silva | she/her
Environmental Scientist | California Department of Fish and Wildlife
South Coast | Region 5 | Habitat Conservation Planning Program
3030 Old Ranch Parkway, Suite 400 | Seal Beach, CA 90740
(562) 292-8105 | Felicia.Silva@wildlife.ca.gov



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



Comment Letter - S1

January 13, 2023

Cory Zelmer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
ZelmerC@metro.net

Subject: Draft Environmental Impact Report for the Los Angeles Aerial Rapid Transit Project, SCH #2020100007, Los Angeles County Metropolitan Transportation Authority, Los Angeles County

Dear Mr. Zelmer:

The California Department of Fish and Wildlife (CDFW) has reviewed the Los Angeles Aerial Rapid Transit Project (Project) Draft Environmental Impact Report (DEIR) from the Los Angeles County Metropolitan Transportation Authority (Metro). Supporting documentation for the Project includes a *Biological Resource Assessment* (BRA) dated October 2022. CDFW appreciates the opportunity to provide comments and recommendations regarding aspects of the Project that could affect fish and wildlife resources and be subject to CDFW’s regulatory authority under the Fish and Game Code.

S1-1

CDFW’s Role

CDFW is California’s Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & Game Code, §§ 711.7, subdivision (a) & 1802; Public Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.

S1-2

CDFW is also submitting comments as a Responsible Agency under CEQA (Public Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & Game Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in “take”, as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & Game Code, § 2050 et seq.), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & Game Code, §1900 et seq.) authorization as provided by the applicable Fish and Game Code will be required.

Cory Zelmer
Los Angeles County Metropolitan Transportation Authority
January 13, 2023
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Project Description and Summary

Objective: The Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system in downtown Los Angeles. The proposed 1.2-mile route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium, with an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. The proposed aerial gondola system would include aerial cables, passenger stations, a non-passenger junction, towers to support the aerial cables between the stations/junction, and gondola cabins for the passengers.

Location: The proposed Project would be located in the County of Los Angeles, within or adjacent to the communities of El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, and Elysian Park.

Comments and Recommendations

CDFW offers the comments and recommendations below to assist Metro in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

Comment #1: Operational Impacts to Birds

Issue: Project operation may impact resident and migratory bird species that move through the alignment area.

Specific impacts: The BRA states, "Potential direct impacts could include bird collisions with the proposed stations, junction, towers, cabins, and ropeway cables, or electrocution if they come in contact with an energized component of the system." The BRA also states, "Significant impacts can occur when towers or wires are constructed in migratory corridors and obstruct the flight paths of migrant birds. This is particularly true for structures equipped with constant (rather than flashing) lighting or reflective surfaces like glass, which tend to attract nocturnal migrants during flight and increase the probability of collision."

Why impacts would occur: The BRA defends that Project operation will not be significant because, "The proposed Project alignment is located on a broad urbanized coastal plain, midway between the coast and the mountains, and lacks significant wetlands or similar habitats that might attract large numbers of migrants as stopover habitat. Given the lack of habitat and topographic features that would promote concentrated avian migratory activity, impacts to migrants, including nocturnal species, are not expected to be significant." While the Project alignment may not be a large stopover habitat for migrant birds, there are numerous accounts, according to eBird, of many birds that utilize the alignment area as habitat. In particular, the Los Angeles State Historic Park has a wide variety of bird species that have been accounted for, including a number of special status species such as the loggerhead shrike (*Lanius ludovicianus*) and Peregrine falcon (*Falco peregrinus*) (eBird 2022). Loggerhead shrike are designated [California Species of Special Concern](#) and Peregrine falcon is a species classified as [fully protected](#) under CDFW. Even if avian activity is not "concentrated" in this area, the DEIR does not acknowledge the numerous avian species that use the alignment area and its vicinity as habitat. Moreover, there are several locations in the surrounding alignment vicinity with a

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S1-4

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Los Angeles County Metropolitan Transportation Authority
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wide variety of avian species accounts, including Elysian Park, Los Angeles River, Grand Park, Echo Park, and the Silver Lake Reservoir.

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In addition, page 48 of the BRA provides reasoning why collisions with cables will not be significant since the diameter and grouping of the cables would make them more visible. However, there is no evidence to support the claim that the diameter and grouping of the cables would prevent bird collisions to a level that is less than significant. More importantly, take is not permitted for fully protected species, so collisions must be completely prevented for these species. Additionally, there is still potential for lighting and reflective surfaces on the gondolas, stations, and towers that may attract birds and cause collisions, especially if birds are flying during low light hours. Artificial light may attract or disorient migrating birds by disrupting navigation. Resident birds and migrants are also known to collide with windows year-round, not only during migration (Ogden 1996).

Impacts to any sensitive, special status species, and/or migratory bird species should be considered significant under CEQA unless they are clearly mitigated below a level of significance. The DEIR does not provide any avoidance, minimization, or mitigation measures to prevent impacts to special status species. Inadequate avoidance, minimization, and mitigation measures for impacts to sensitive or special status species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species by CDFW.

Evidence impacts would be significant: CEQA provides protection not only for ESA and CESA-listed species, but for any species including but not limited to SSC, which can be shown to meet the criteria for State listing. These SSC meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). In addition, fully protected status precludes CDFW from authorizing any amount of incidental take or intentional take (including collisions and/or electrocutions associated with operational impacts) to meet any project mitigation requirement (Fish & G Code, § 3511). When projects show the potential to cause take of fully protected species, CDFW advises on appropriate measures to avoid take. Given the legal status of fully protected animals, take avoidance measures should meet very high standards of effectiveness, substantially greater than the measures to minimize take required under Incidental Take Permits. Lastly, migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Code of Federal Regulations, Title 50, § 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). It is unlawful to take, possess, or needlessly destroy the nest or eggs of any raptor.

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The Project's operational impacts have yet to be mitigated below a significant level. Accordingly, the Project continues to have a substantial adverse effect, either directly or through habitat modifications, on avian species identified as a candidate, sensitive, or special-status species by CDFW.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: CDFW recommends the DEIR include measures to mitigate for collision impacts with the cables, gondola cars, stations, and towers. CDFW recommends Metro

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develop an Avian Collision Mitigation, Monitoring, and Adaptive Management Plan to address any bird collisions that may occur. This Plan should prescribe the following:

1. Measures to allow birds to see structures during low light hours. Artificial lighting should be eliminated where unnecessary as to prevent attracting birds or shielded down where possible. The DEIR should investigate different types of lights and lighting regimes with reference to their effect on the safety of migrating birds;
2. Measurable goals and success criteria that eliminates or reduces collisions to the maximum extent feasible. Measurable success criteria should be based on site/habitat conditions prior to Project operations. Collisions should be eliminated for fully protected species as no take can occur for these species;
3. Contingency measures if the success criteria is not met;
4. Long-term monitoring for at least 10 years;
5. Adaptive management techniques.; and
6. Annual reporting criteria and requirements.

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Mitigation Measure #2: Any windows in stations, towers, or gondolas should be made visible to birds in flight. This may be achieved by using non-reflective tint or window film. Reflective surfaces should be reduced as much as possible with opaque or translucent surfaces.

Comment #2: Impacts on Burrowing Owls

Issue: The Project may have a significant impact on burrowing owl (*Athene cunicularia*), a designated Species of Special Concern (SSC).

Specific impacts: Burrowing owls have been recorded at the Los Angeles State Historic Park. Project construction and activities may result in injury or mortality of burrowing owls and disrupt natural burrowing owl breeding behavior.

Why impacts would occur: Nest and roost burrows of the burrowing owl are commonly dug by ground squirrels (*Citellus beecheyi*). According to [iNaturalist](#) (2023), there have been accounts of California ground squirrel within Los Angeles State Historic Park, which can provide potential cover sites for burrowing owls. There were no surveys for burrowing owl conducted for the BRA despite the Project alignment transecting through the Los Angeles State Historic Park. The DEIR, therefore, does not provide compensatory mitigation for potential impacts to habitat for burrowing owl. In California, threat factors affecting burrowing owl populations include habitat loss, degradation, and modification. Project activities could result in potential habitat loss or disturbance for burrowing owl .which would subsequently result in local extirpation of the species and contribute to local, regional, and State-wide declines of the species.

S1-7

According to the DEIR, construction will take approximately 25 months. The Project may therefore temporarily impact habitat supporting burrowing owls for this length of time. However, the DEIR does not disclose how long these temporary impacts may last. Impacts to any sensitive or special status species should be considered significant under CEQA unless they are clearly mitigated below a level of significance. The DEIR does not provide mitigation for potential loss of habitat supporting burrowing owls. Inadequate avoidance, minimization, and mitigation measures for impacts to sensitive or special status species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or

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through habitat modifications, on any species identified as a candidate, sensitive, or special-status species by CDFW.

Evidence impacts would be significant: The burrowing owl is a designated SSC. An SSC is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
- is listed as ESA-, but not CESA-, threatened, or endangered; meets the State definition of threatened or endangered but has not formally been listed;
- is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; and/or,
- has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for CESA threatened or endangered status (CDFW 2023a).

CEQA provides protection not only for CESA-listed species, but for any species including but not limited to SSC which can be shown to meet the criteria for State listing. These SSC meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). Therefore, take of SSC could require a mandatory finding of significance (CEQA Guidelines, § 15065).

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #3: CDFW recommends burrowing owl protocol surveys be conducted by a qualified biologist on the Project site and within 100 feet (minimum) of the Project site where there is suitable habitat. Surveys for burrowing owls should adhere to survey methods described in CDFW's March 7, 2012, [Staff Report on Burrowing Owl Mitigation](#) prior to issuing construction permits (CDFW 2012). In California, the burrowing owl breeding season extends from February 1 to August 31 with some variances by geographic location and climatic conditions. Survey protocol for breeding season owl surveys states to conduct 4 survey visits: 1) at least one site visit between February 15 to April 15, and 2) a minimum of three survey visits, at least three weeks apart, between April 15 and July 15, with at least one visit after 15 June.

If burrowing owls are identified utilizing the Project site during the surveys, Metro should prepare an Impact Assessment in accordance with the 2012 Staff Report on Burrowing Owl Mitigation. Then, Metro should develop a Burrowing Owl Mitigation Plan in accordance with the 2012 Staff Report on Burrowing Owl Mitigation. Metro should contact CDFW to develop appropriate mitigation/management procedures.

Mitigation Measure #4: CDFW recommends that Metro disclose the length of time for temporary impacts to burrowing owl habitat. Based on those temporary impacts, CDFW recommends Metro mitigate for temporary and direct impacts to burrowing owl. There should be no net loss of burrowing owl habitat. Metro should set aside replacement habitat offsite for acreage of impact and number of burrows. Replacement habitat should be protected in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity, which should include an appropriate endowment to provide for the long-term

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management of mitigation lands.

Mitigation Measure #5: CDFW recommends that Metro avoid using any rodenticides and second-generation anticoagulant rodenticides during Project activities.

Comment #3: Tree Removal

Issue: The Project proposes to remove 250 trees along the Project alignment.

Specific impact: The DEIR lists that one protected tree (Mexican elderberry) would require a replacement ratio of 4:1; 82 trees that are non-protected but are significant would require a replacement of 1:1; 34 street trees would be removed and would be replaced “at a ratio agreed upon during consultation with the Urban Forestry Division”; and 75 trees located on State Park Property would be replaced “on California Department of Parks and Recreation State property and private property at a 1:1 ratio”. Project activities that result in the removal of trees may cause temporary or permanent impacts to wildlife that utilize the trees as habitat.

In addition, Project activities that involve removal of trees or parts of trees have the potential to result in the spread of tree insect pests and disease into areas not currently exposed to these stressors.

Why impacts would occur: The total replacement ratio of all 250 trees to be removed along the Project alignment is currently unknown. CDFW is therefore unable to determine if these replacement ratios are sufficient in mitigating for impacts to trees removed. The lack of complete mitigation ratios for tree removal in the DEIR may result in an ultimate total net loss of trees associated with the Project activities.

Moreover, all trees on site may provide habitat for wildlife within the Project vicinity. These trees may provide adequate habitat for nesting birds and small mammals. Removal of trees on site may temporarily or permanently impact available habitat for wildlife in the area. The loss of trees should be included in the mitigation efforts.

Lastly, there is no proposed investigation and plan for managing tree pests or pathogens at the time of removal. This may result in the introduction of pests, pathogens, or diseases to areas where they previously have not been found.

Evidence impacts would be significant: The greater Los Angeles area is home to a wide variety of migratory and non-migratory species of birds that utilize the urban ecosystem. Studies have shown that street trees provide necessary foraging habitat to birds and are a critical resource to promote avian biodiversity. Feeding bird density has been shown to be positively associated with increases in density and size of street trees. In addition, there is evidence that avian species generally prefer native street-tree species and only a few nonnative tree species for foraging (Wood & Esaian 2020). CDFW is concerned that without sufficient mitigation for the loss of trees, there will be a negative impact of wildlife species, such as birds, in the alignment area that would use these trees for potential nesting and foraging habitat.

Lastly, without a proper investigation and management plan, the Project may also result in an adverse effect, either directly or through habitat modifications, by exposing other habitats to insect and/or disease pathogens. Exposure to insect and/or disease pathogens may have a

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Cory Zelmer
 Los Angeles County Metropolitan Transportation Authority
 January 13, 2023
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substantial adverse effect on any sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or United States Fish and Wildlife Service (USFWS).

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #6: An infectious tree disease management plan should be developed and implemented prior to initiating Project activities. All trees scheduled for removal should be inspected prior to start of those activities for contagious tree diseases including but not limited to: [thousand canker fungus](#) (*Geosmithia morbida*), [Polyphagous Shot Hole Borer](#) (*Euwallacea spp.*), and [goldspotted oak borer](#) (*Agrilus auroguttatus*) (TCD 2022; UCANR 2022; UCIPM 2013). To avoid the spread of infectious tree diseases, diseased trees, or any parts thereof, should not be transported from the Project site without first being treated using best available management practices relevant for each tree disease observed.

Mitigation Measure #7: Given that the DEIR does not provide justification for how the mitigation ratios presented would adequately reduce Project impacts to below a level of significance while considering temporal loss, native trees, size of trees, potential mitigation failure, or other factors, CDFW recommends replacing native trees with at least a 3:1 ratio. CDFW also recommends replacing non-native trees with at least a 1:1 ratio with native trees. CDFW concurs with the replacement ratio for the Mexican elderberry.

Recommendation #1 Phased Tree Removal: CDFW recommends Metro consider phased removal of trees (i.e., phased Project approach) in order to minimize impacts resulting from the temporal loss of trees and to provide structurally diverse tree replacement habitat while mitigation for impacts to tree removal occurs. CDFW recommends providing nesting perch structures in the interim of replacement trees being installed so as no nesting habitat is lost during construction. Perches should be installed at an appropriate distance from the work area to reduce impacts to nesting birds.

Additional Recommendations

Recommendation #2 Nesting Birds: CDFW concurs with the nesting bird mitigation measure BIO-B as proposed in the DEIR. However, it should be noted that the temporary halt of Project activities within nesting buffers during nesting season does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss. Additional mitigation would be necessary to compensate for the removal of nesting habitat within the Project site based on acreage of impact and vegetation composition. CDFW should be consulted to determine proper mitigation for impacts to occupied habitat depending on the status of the bird species. Mitigation ratios would increase with the occurrence a California Species of Special Concern and would further increase with the occurrence of a CESA-listed species.

Recommendation #3 Construction Fencing: CDFW recommends that any fencing used during and after the Project be constructed with materials that are not harmful to wildlife. Prohibited materials should include, but are not limited to, spikes, glass, razor, or barbed wire. Use of chain link and steel stake fence should be avoided or minimized as this type of fencing can injure wildlife or create barriers to wildlife dispersal. All hollow posts and pipes should be capped to prevent wildlife entrapment and mortality. These structures mimic the natural cavities preferred by various bird species and other wildlife for shelter, nesting, and roosting. Raptor's

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Los Angeles County Metropolitan Transportation Authority
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talons can become entrapped within the bolt holes of metal fence stakes resulting in mortality. Metal fence stakes used on the Project site should be plugged with bolts or other plugging materials to avoid this hazard. Fences should be installed in a manner that excludes any wildlife from entering the work zone (i.e., embedded fence such that wildlife cannot enter from under the fence). Fences should not have any slack that may cause wildlife entanglement.

Recommendation #4 Data: CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database [i.e., California Natural Diversity Database (CNDDDB)] which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special status species detected by completing and submitting [CNDDDB Field Survey Forms](#) (CDFW 2023b). The County should ensure the data has been properly submitted, with all data fields applicable filled out, prior to finalizing/adopting the environmental document. The data entry should also list pending development as a threat and then update this occurrence after impacts have occurred. The County should provide CDFW with confirmation of data submittal.

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S1-8

Recommendation #5 MMRP: CDFW recommends the County update the Project's proposed Biological Resources Mitigation Measures and condition the environmental document to include mitigation measures recommended in this letter. CDFW provides comments to assist the County in developing mitigation measures that are specific, detailed (i.e., responsible party, timing, specific actions, location), and clear for a measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (CEQA Guidelines, § 15097; Pub. Resources Code, § 21081.6). The County is welcome to coordinate with CDFW to further review and refine the Project's mitigation measures. Per Public Resources Code section 21081.6(a)(1), CDFW has provided the County with a summary of our suggested mitigation measures and recommendations in the form of an attached Draft Mitigation and Monitoring Reporting Plan (MMRP; Attachment A).

Filing Fees

The Project, as proposed, could have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & Game Code, § 711.4; Pub. Resources Code, § 21089).

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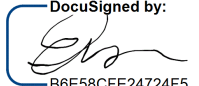
Conclusion

We appreciate the opportunity to comment on the Project to assist Metro in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that Metro has to our comments and to receive notification of any forthcoming hearing date(s) for the Project. If you have any questions or comments regarding this letter, please contact Felicia Silva, Environmental Scientist, at (562) 292-8105 or Felicia.Silva@wildlife.ca.gov.

S1-10

Cory Zelmer
Los Angeles County Metropolitan Transportation Authority
January 13, 2023
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Sincerely,

DocuSigned by:

B6E58CFE24724F5...

Erinn Wilson-Olgin
Environmental Program Manager I
South Coast Region

ec: CDFW

Victoria Tang, Seal Beach – Victoria.Tang@wildlife.ca.gov
Ruby Kwan-Davis, Seal Beach – Ruby.Kwan-Davis@wildlife.ca.gov
Felicia Silva, Seal Beach – Felicia.Silva@wildlife.ca.gov
Julisa Portugal, Seal Beach – Julisa.Portugal@wildlife.ca.gov
Cindy Hailey, San Diego – Cindy.Hailey@wildlife.ca.gov
CEQA Program Coordinator, Sacramento – CEQACommentLetters@wildlife.ca.gov

OPR – State.Clearinghouse@opr.ca.gov

References:

- [CDFWa] California Department of Fish and Wildlife. 2023. Species of Special Concern. Available from: <https://wildlife.ca.gov/Conservation/SSC>
- [CDFWb] California Department of Fish and Wildlife. 2023. Submitting Data to the CNDDDB. Available from: <https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data>
- Ogden, L. J. E. 1996. Collision course: The hazards of lighted structures and windows to migrating birds. Toronto, Canada.
- [TCD] Thousand Cankers Disease. 2022. What is Thousand Cankers? Accessed at: <http://thousandcankers.com/>.
- [UCANR] University of California Agriculture and Natural Resources Division. 2022. Invasive Shot Hole Borers. Accessed at: <https://ucanr.edu/sites/eskalenlab/?file=/avocado.html>.
- [UCIPM] University of California Statewide Integrated Pest Management Program. 2013. How to Manage Pests. Pests in Gardens and landscapes. Goldspotted Oak Borer. Accessed at: <http://ipm.ucanr.edu/PMG/PESTNOTES/pn74163.html>.
- Wood, E. M., and S. Esaian. 2020. The importance of street trees to urban avifauna. Ecological Applications 30(7): e02149. 10.1002/eap.2149.



State of California – Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
 South Coast Region
 3883 Ruffin Road
 San Diego, CA 92123
 (858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



CDFW recommends the following language to be incorporated into a future environmental document for the Project.

Biological Resources			
	Mitigation Measure	Timing	Responsible Party
MM-BIO-1-Operational Impacts	<p>The DEIR shall include measures to mitigate for collision impacts with the cables, gondola cars, stations, and towers. Metro will develop an Avian Collision Mitigation, Monitoring, and Adaptive Management Plan to address any bird collisions that may occur. This Plan shall prescribe the following:</p> <ol style="list-style-type: none"> 1. Measures to allow birds to see structures during low light hours. Artificial lighting should be eliminated where unnecessary as to prevent attracting birds or shielded down where possible. The DEIR will investigate different types of lights and lighting regimes with reference to their effect on the safety of migrating birds; 2. Measurable goals and success criteria that eliminates or reduces collisions to the maximum extent feasible. Measurable success criteria shall be based on site/habitat conditions prior to Project operations. Collisions shall be eliminated for fully protected species as no take can occur for these species; 3. Contingency measures if the success criteria is not met; 4. Long-term monitoring for at least 10 years; 5. Adaptive management techniques.; and 6. Annual reporting criteria and requirements. 	Prior to Construction and/or ground disturbing activities	Metro

S1-11

Cory Zelmer
 Los Angeles County Metropolitan Transportation Authority
 January 13, 2023
 Page 11 of 14

MM-BIO-2-Operational Impacts	Any windows in station, tower, or gondolas will be made visible to birds in flight. This may be achieved by using non-reflective tint or window film. Reflective surfaces shall be reduced as much as possible with opaque or translucent surfaces.	Prior to Construction and/or ground disturbing activities	Metro
MM-BIO-3-Burrowing Owl	<p>Burrowing owl protocol surveys shall be conducted by a qualified biologist on the Project site and within 100 feet (minimum) of the Project site where there is suitable habitat. Surveys for burrowing owls shall adhere to survey methods described in CDFW’s March 7, 2012, Staff Report on Burrowing Owl Mitigation prior to issuing construction permits (CDFW 2012). In California, the burrowing owl breeding season extends from February 1 to August 31 with some variances by geographic location and climatic conditions. Survey protocol for breeding season owl surveys states to conduct 4 survey visits: 1) at least one site visit between February 15 to April 15, and 2) a minimum of three survey visits, at least three weeks apart, between April 15 and July 15, with at least one visit after 15 June.</p> <p>If burrowing owls are identified utilizing the Project site during the surveys,-Metro shall prepare an Impact Assessment in accordance with the 2012 Staff Report on Burrowing Owl Mitigation. Then, Metro shall develop a Burrowing Owl Mitigation Plan in accordance with the 2012 Staff Report on Burrowing Owl Mitigation. Metro shall contact CDFW to develop appropriate mitigation/management procedures. Metro shall submit a final Burrowing Owl Mitigation Plan to Metro prior to the issuing of construction permits.</p>	Prior to Construction and/or ground disturbing activities	Metro

cont'd
 S1-11

Cory Zelmer
 Los Angeles County Metropolitan Transportation Authority
 January 13, 2023
 Page 12 of 14

MM-BIO-4-Burrowing Owl	Metro shall disclose the length of time for temporary impacts to burrowing owl habitat. Based on those temporary impacts, Metro will mitigate for temporary and direct impacts to burrowing owl. There should be no net loss of burrowing owl habitat. Metro should set aside replacement habitat offsite for acreage of impact and number of burrows. Replacement habitat should be protected in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity, which should include an appropriate endowment to provide for the long-term management of mitigation lands	Prior to Construction and/or ground disturbing activities	Metro
MM-BIO-5-Burrowing Owl	Metro shall avoid using any rodenticides and second-generation anticoagulant rodenticides during Project activities.	Prior to Construction and/or ground disturbing activities	Metro
MM-BIO-6-Tree Disease Management Plan	An infectious tree disease management plan shall be developed and implemented prior to initiating Project activities. All trees scheduled for removal shall be identified and counted to provide total numbers and species type. In addition, trees scheduled for removal resulting from the Project shall be inspected for contagious tree diseases including but not limited to: thousand canker fungus (<i>Geosmithia morbida</i>), Polyphagous Shot Hole Borer (<i>Euwallacea spp.</i>), and goldspotted oak borer (<i>Agrilus auroguttatus</i>) (TCD 2020; UCANR 2020; UCIPM 2013). To avoid the spread of infectious tree diseases, diseased trees shall not be transported from the Project site without first being treated using best available management practices relevant for each tree disease observed.	Prior to Construction and/or ground disturbing activities	Metro
MM-BIO-7-Tree Replacement	Given that the DEIR does not provide justification for how the mitigation ratios presented would adequately	Prior to Construction	Metro

cont'd
S1-11

Cory Zelmer
 Los Angeles County Metropolitan Transportation Authority
 January 13, 2023
 Page 13 of 14

	reduce Project impacts to below a level of significance while considering temporal loss, native trees, size of trees, potential mitigation failure, or other factors, CDFW recommends replacing native trees with at least a 3:1 ratio. CDFW also recommends replacing non-native trees with at least a 1:1 ratio with native trees. CDFW concurs with the replacement ratio for the Mexican elderberry	and/or ground disturbing activities	
REC-1- Phased Tree Removal	CDFW recommends Metro consider phased removal of trees (i.e., phased Project approach) in order to minimize impacts resulting from the temporal loss of trees and to provide structurally diverse tree replacement habitat while mitigation for impacts to tree removal occurs. CDFW recommends providing nesting perch structures in the interim of replacement trees being installed so as no nesting habitat is lost during construction. Perches must be installed at an appropriate distance from the work area to reduce impacts to nesting birds.	Prior to Construction and/or ground disturbing activities	Metro
REC-2-Nesting Birds	It should be noted that the temporary halt of Project activities within nesting buffers during nesting season does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss. Additional mitigation would be necessary to compensate for the removal of nesting habitat within the Project site based on acreage of impact and vegetation composition. CDFW shall be consulted to determine proper mitigation for impacts to occupied habitat depending on the status of the bird species. Mitigation ratios would increase with the occurrence a California Species of Special Concern and would further increase with the occurrence of a CESA-listed species.	Prior to Construction and/or ground disturbing activities	Metro
REC-3-Fencing	CDFW recommends that any fencing used during and after the Project be constructed with materials that are not harmful to wildlife. Prohibited materials should	Prior to Construction and/or ground	Metro

cont'd
 S1-11

Cory Zelmer
 Los Angeles County Metropolitan Transportation Authority
 January 13, 2023
 Page 14 of 14

	<p>include, but are not limited to, spikes, glass, razor, or barbed wire. Use of chain link and steel stake fence should be avoided or minimized as this type of fencing can injure wildlife or create barriers to wildlife dispersal. All hollow posts and pipes should be capped to prevent wildlife entrapment and mortality. These structures mimic the natural cavities preferred by various bird species and other wildlife for shelter, nesting, and roosting. Raptor's talons can become entrapped within the bolt holes of metal fence stakes resulting in mortality. Metal fence stakes used on the Project site should be plugged with bolts or other plugging materials to avoid this hazard. Fences should be installed in a manner that excludes any wildlife from entering the work zone (i.e., embedded fence such that wildlife cannot enter from under the fence). Fences should not have any slack that may cause wildlife entanglement.</p>	<p>disturbing activities</p>	
<p>REC-4-Data</p>	<p>CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database [i.e., California Natural Diversity Database (CNDDDB)] which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special status species detected by completing and submitting CNDDDB Field Survey Forms (CDFW 2023b). The County should ensure the data has been properly submitted, with all data fields applicable filled out, prior to finalizing/adopting the environmental document. The data entry should also list pending development as a threat and then update this occurrence after impacts have occurred. The County should provide CDFW with confirmation of data submittal.</p>	<p>Prior to Construction and/or ground disturbing activities</p>	<p>Metro</p>

cont'd
 S1-11



January 17, 2023

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

Re: Draft Environmental Impact Report for Los Angeles Aerial Rapid Transit Project

Dear Mr. Zelmer,

The California Department of Parks and Recreation (State Parks) welcomes the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Los Angeles Aerial Rapid Transit Project (Project). State Parks is a State Agency as defined by the California Environmental Quality Act (CEQA) and our mission is to provide for the health, inspiration, and education of the people of California by helping preserve the state's extraordinary biodiversity, protecting its most valued natural and cultural resources, and creating opportunities for high quality outdoor recreation.

State Parks and its partners spent more than 20 years planning, developing, and protecting the Los Angeles State Historic Park (LASHP). This park provides the city and surrounding communities with much-needed public open space and iconic views of downtown, opportunities for civic engagement and public programming on the cultural significance and diversity of greater Los Angeles, all while also protecting valuable historic resources within the urban core of Los Angeles.

The LASHP has also become a popular venue for special events, large and small, drawing visitors from all over the world. While State Parks recognizes that the Project is expected to result in numerous public benefits, including traffic reduction, better air quality, and improved transportation connectivity for the surrounding communities, all of which are consistent with the state's broad environmental goals and supported by State Parks, it will also impact LASHP operations in significant ways, as described in more detail below.

The proposed project, with respect to the LASHP, includes a station for loading and unloading passengers at the southern entrance of the park, with ropeways and cabins traversing the southwestern edge of the park, connecting the LASHP station with a junction tower just outside of the park on the other side of Broadway. In total, the Project would require permanently taking approximately 0.21 acres for the physical transit station, and up to 1.87 acres of the 32-acre park (6%) that would be restricted not only by the station, but by the overhead development and operational rights for the aerial infrastructure, including the cable ropeway, which would be suspended at just 26 feet over the park at its lowest spot. If constructed, the Project would require the demolition of park improvements in the project area, with additional areas to be impacted in the event these improvements, such as the Cargo Snack Shack concession

S2-1

S2-2

Mr. Cory Zelmer
January 17, 2023
Page Two

and restrooms, are relocated to other areas of the park. Furthermore, a number of trees will need to be removed and the areas under the ropeway will need to be kept clear of vegetation and structures over a certain height, thus reducing the available park space for event organizers and public park users, potentially limiting the size and scope of future events.

cont'd
S2-2

As noted in the DEIR, the Project is not consistent with the LASHP General Plan, which would need to be amended prior to State Parks granting any administrative approvals. Authority for approving such state park general plan amendments rests solely with the State Park and Recreation Commission (SPRC). While the project applicant would be responsible for submitting a general plan amendment document that meets State Parks' requirements and policies for such proposals, State Parks would also be responsible for analyzing and making recommendations to the SPRC. State Parks understands that the thresholds under CEQA and the required record and analysis for a general plan amendment are different. However, State Parks recommends that the project applicant further analyze the following impacts in the DEIR: (1) the substantial loss of property within LASHP; (2) the impairment of scenic viewsheds and high-value open space; and (3) project impacts that will constrain and reduce the ability to utilize the LASHP for special events. Other impacts such as, but not limited to, hours of operation, design and materials of facilities, and access during construction, are also meaningful issues that will need to be discussed further during the general plan amendment process before the SPRC.

S2-3

S2-4

S2-5

S2-6

S2-7

Should the General Plan be successfully amended to include the Project, State Parks looks forward to working collaboratively with the Project team to identify appropriate operational agreements, transactional terms, and other measures needed to ensure the benefits of the Project outweigh the impacts, direct and indirect costs, and specifically, ensure that LASHP visitors' overall experiences will be improved as a result.

Sincerely,

S2-8

DocuSigned by:
Jason De Wall
906C0E65EC3D4CC

Jason De Wall
Northern Field Division Chief

cc: Kathy Amann, Deputy Director

From: "Zelmer, Cory" <ZelmerC@metro.net>
Sent: 1/13/2023 9:21:07 PM
To: LAART <LAART@metro.net>
Subject: Fwd: Environmental Document Review and Response SCH #2020100007

Cory

Begin forwarded message:

From: "Allen, Jaime@CHP" <JaAllen@chp.ca.gov>
Date: January 13, 2023 at 1:14:28 PM PST
To: "Zelmer, Cory" <ZelmerC@metro.net>
Cc: state.clearinghouse@opr.ca.gov, CHP-EIR <EIR@chp.ca.gov>, "Abrahams, Kristen@CHP" <Kristen.Abrahams@chp.ca.gov>
Subject: Environmental Document Review and Response SCH #2020100007

?

Mr. Zelmer,

Please see the attached Environmental Impact Review letter from the Central Los Angeles Area regarding the Gondola Project connecting Union Station to Dodger Stadium.

Thank you,
Jaime

Sergeant Jaime L. Allen
California Highway Patrol
Central Los Angeles Area
777 West Washington Boulevard
Los Angeles, California, 90015
(213) 744-2331 – office

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

777 W. Washington Boulevard
Los Angeles, CA 90015
(213) 744-2331
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



January 11, 2023

File No.: 590.18035.17949

LA Aerial Rapid Transit Technologies, LLC
1201 North Broadway Street
Los Angeles, California, 90012

RE: SCH #2020100007

To whom it may concern:

I was recently requested to perform an Environmental Impact Review for a project involving the Los Angeles Aerial Rapid Transit system. Specifically, a gondola aerial system that would transport pedestrian traffic from Los Angeles Union Station to Dodger Stadium. The California Highway Patrol’s interest in commenting surrounds our concern for vehicular traffic traveling on the State Route (SR) 110 freeway. Our concerns include increased traffic congestion in the area due to the visual hazard of gondola cabins, the possibility of projectiles being thrown onto the freeway from pedestrian’s traveling within gondola cabins, and increased calls for service in the area of the gondola to remove objects being thrown from gondola cabins. Due to the aforementioned concerns, we feel this project, if approved, would adversely affect the Central Los Angeles Area and vehicular traffic within the area.

S3-1
S3-2A
S3-2B

If you need further assistance, please contact the administrative sergeant, Sergeant J. Allen, at (213) 744-2331.

Sincerely,

J. I. PERRY, Captain
Commander
Central Los Angeles Area

Enclosure(s)

cc: Southern Division
Special Projects Section, Transportation Planning Unit



M e m o r a n d u m

Date: December 8, 2022

To: Central Los Angeles Area

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
Special Projects Section

File No.: 063.A10212.A17731.NoC.Doc

Subject: ENVIRONMENTAL DOCUMENT REVIEW AND RESPONSE
SCH# 2020100007

Special Projects Section (SPS) recently received the referenced Notice of Completion environmental impact document from the State Clearinghouse (SCH).

Please use the attached checklist to assess its potential impact to local Area operations and public safety. If it is determined that departmental input is advisable, your written comments referencing the above SCH number must be sent to the lead agency and emailed to state.clearinghouse@opr.ca.gov. Your written comments must be received by SCH no later than **December 16, 2022**. For reference, additional information can be found in General Order 41.2, Environmental Impact Documents.

For project tracking purposes, SPS must be notified of the assessment of the project (including negative reports). Please email a copy of the response to EIR@chp.ca.gov. For questions or concerns, please contact the Transportation Planning Unit at (916) 843-3370.

 19746, FRC

L. NARVAEZ, SSM III
Commander

Attachments: Checklist
Project File

cc: Southern Division



Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2020100007

Project Title: Los Angeles Aerial Rapid Transit Project
Lead Agency: Los Angeles County Metropolitan Transportation Authority (Metro) **Contact Person:** Mr. Cory Zelmer
Mailing Address: One Gateway Plaza Mall Shop 99-22-6 **Phone:** 213-922-1079
City: Los Angeles **Zip:** 90012 **County:** Los Angeles

Project Location: County: Los Angeles City/Nearest Community: Los Angeles
Cross Streets: Alameda St from Los Angeles St to Spring St, N Broadway and Bishops Rd, Stadium Way **Zip Code:** 90012
Longitude/Latitude (degrees, minutes and seconds): _____ ° _____ ' _____ " N / _____ ° _____ ' _____ " W **Total Acres:** _____
Assessor's Parcel No.: Various **Section:** _____ **Twp.:** _____ **Range:** _____ **Base:** _____
Within 2 Miles: State Hwy #: 110 **Waterways:** Los Angeles River
Airports: _____ **Railways:** _____ **Schools:** Cathedral High School

Document Type:

CEQA: <input type="checkbox"/> NOP	<input checked="" type="checkbox"/> Draft EIR	NEPA: <input type="checkbox"/> NOI	Other: <input type="checkbox"/> Joint Document
<input type="checkbox"/> Early Cons	<input type="checkbox"/> Supplement/Subsequent EIR	<input type="checkbox"/> EA	<input type="checkbox"/> Final Document
<input type="checkbox"/> Neg Dec	(Prior SCH No.) _____	<input type="checkbox"/> Draft EIS	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Mit Neg Dec	Other: _____	<input type="checkbox"/> FONSI	

Local Action Type:

<input type="checkbox"/> General Plan Update	<input type="checkbox"/> Specific Plan	<input type="checkbox"/> Rezone	<input type="checkbox"/> Annexation
<input type="checkbox"/> General Plan Amendment	<input type="checkbox"/> Master Plan	<input type="checkbox"/> Prezone	<input type="checkbox"/> Redevelopment
<input type="checkbox"/> General Plan Element	<input type="checkbox"/> Planned Unit Development	<input type="checkbox"/> Use Permit	<input type="checkbox"/> Coastal Permit
<input type="checkbox"/> Community Plan	<input type="checkbox"/> Site Plan	<input type="checkbox"/> Land Division (Subdivision, etc.)	<input checked="" type="checkbox"/> Other: Transportation

Development Type:

<input type="checkbox"/> Residential: Units _____ Acres _____	<input checked="" type="checkbox"/> Transportation: Type Aerial Rapid Transit System
<input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Mining: Mineral _____
<input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Power: Type _____ MW
<input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Waste Treatment: Type _____ MGD
<input type="checkbox"/> Educational: _____	<input type="checkbox"/> Hazardous Waste: Type _____
<input type="checkbox"/> Recreational: _____	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Water Facilities: Type _____ MGD _____	

Project Issues Discussed in Document:

<input checked="" type="checkbox"/> Aesthetic/Visual	<input type="checkbox"/> Fiscal	<input checked="" type="checkbox"/> Recreation/Parks	<input checked="" type="checkbox"/> Vegetation
<input checked="" type="checkbox"/> Agricultural Land	<input checked="" type="checkbox"/> Flood Plain/Flooding	<input checked="" type="checkbox"/> Schools/Universities	<input checked="" type="checkbox"/> Water Quality
<input checked="" type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Forest Land/Fire Hazard	<input checked="" type="checkbox"/> Septic Systems	<input checked="" type="checkbox"/> Water Supply/Groundwater
<input checked="" type="checkbox"/> Archeological/Historical	<input checked="" type="checkbox"/> Geologic/Seismic	<input checked="" type="checkbox"/> Sewer Capacity	<input checked="" type="checkbox"/> Wetland/Riparian
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Minerals	<input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading	<input checked="" type="checkbox"/> Growth Inducement
<input type="checkbox"/> Coastal Zone	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Solid Waste	<input checked="" type="checkbox"/> Land Use
<input checked="" type="checkbox"/> Drainage/Absorption	<input checked="" type="checkbox"/> Population/Housing Balance	<input checked="" type="checkbox"/> Toxic/Hazardous	<input checked="" type="checkbox"/> Cumulative Effects
<input checked="" type="checkbox"/> Economic/Jobs	<input checked="" type="checkbox"/> Public Services/Facilities	<input checked="" type="checkbox"/> Traffic/Circulation	<input type="checkbox"/> Other: _____

Present Land Use/Zoning/General Plan Designation:
 Public ROW, Commercial, Public Facilities, Open Space, Industrial, Residential
Project Description: (please use a separate page if necessary)

The Los Angeles Aerial Rapid Transit Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium properly via an aerial gondola system in downtown Los Angeles. The proposed 1.2-mile route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium, with an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. The proposed aerial gondola system would include aerial cables, passenger stations, a non-passenger junction, towers to support the aerial cables between the stations/junction, and gondola cabins for the passengers. 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.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X". If you have already sent your document to the agency please denote that with an "S".

- | | |
|---|--|
| <input checked="" type="checkbox"/> Air Resources Board | <input checked="" type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input checked="" type="checkbox"/> Parks & Recreation, Department of |
| <input checked="" type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District # <u>7</u> | <input checked="" type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB # <u>4</u> |
| <input type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input checked="" type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input checked="" type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input checked="" type="checkbox"/> Corrections, Department of | <input checked="" type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input checked="" type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region # <u>5</u> | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of |
| <input checked="" type="checkbox"/> Forestry and Fire Protection, Department of | <input checked="" type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | |
| <input type="checkbox"/> Health Services, Department of | <input checked="" type="checkbox"/> Other: <u>California Baldwin Hills Conservancy (BHC)</u> |
| <input type="checkbox"/> Housing & Community Development | <input checked="" type="checkbox"/> Other: <u>California Governor's Office of Emergency Services (OES)</u> |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date October 17, 2022 Ending Date December 16, 2022

Lead Agency (Complete if applicable):

Consulting Firm: <u>AECOM</u>	Applicant: <u>LA Aerial Rapid Transit Technologies LLC</u>
Address: <u>2020 L Street, 3rd Floor</u>	Address: <u>1201 N. Broadway</u>
City/State/Zip: <u>Sacramento, CA 95811</u>	City/State/Zip: <u>Los Angeles, CA 90012</u>
Contact: <u>David Rader</u>	Phone: <u>310-746-4235</u>
Phone: <u>916-414-5800</u>	

Signature of Lead Agency Representative: Gory Zelmer  Date: 10/11/2022

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

From: "Higgins, Anthony@DOT" <Anthony.Higgins@dot.ca.gov>
Sent: 1/17/2023 4:43:25 PM
To: "LAART@metro.net" <LAART@metro.net>
Subject: Caltrans District 7 Comment Letter - Los Angeles Aerial Rapid Transit Project - DEIR - SCH# 2020100007 - GTS# 07-LA-2020-04095

Greetings,

Please see the attached Caltrans comment letter for the following project:

Los Angeles Aerial Rapid Transit Project - DEIR
SCH# 2020100007
GTS# 07-LA-2020-04095

Best,

Anthony Higgins
Associate Transportation Planner
Caltrans District 7, Division of Planning
100 S. Main Street, MS-16
Los Angeles, CA 90012
(213) 266-3574
anthony.higgins@dot.ca.gov<mailto:anthony.higgins@dot.ca.gov>

DEPARTMENT OF TRANSPORTATION
 DISTRICT 7- OFFICE OF REGIONAL PLANNING
 100 S. MAIN STREET, SUITE 100
 LOS ANGELES, CA 90012
 PHONE (213) 266-3574
 FAX (213) 897-1337
 TTY 711
 www.dot.ca.gov



*Making Conservation
 a California Way of Life.*

January 16, 2023

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

RE: Los Angeles Aerial Rapid Transit Project –
 Draft Environmental Impact Report (DEIR)
 SCH# 2020100007
 GTS# 07-LA-2020-04095
 Vic. LA-110 PM 24.755L
 LA-110 PM 24.755R

Dear Cory Zelmer:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project would connect LA Union Station to the Dodger Stadium property via an aerial gondola system with an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. The Project would provide an aerial rapid transit (ART) option for visitors to Dodger Stadium, while connecting surrounding communities, including Chinatown, Mission Junction, Elysian Park, and Solano Canyon, and the Los Angeles State Historic Park, to the regional transit system accessible at LAUS. The aerial gondola system would be approximately 1.2 miles and consist of cables, three passenger stations, a non-passenger junction, three 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 7 minutes. The proposed Project would provide pedestrian improvements, including hardscape and landscape improvements, as well as amenities at the Los Angeles State Historic Park. The ART system has the ability to overcome grade and elevation issues between LAUS and Dodger Stadium and 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.

S4-1

The nearest State facility to the proposed project is SR-110. After reviewing the DEIR, Caltrans has the following comments:

S4-2

Based on the information provided, Caltrans supports Design and Use option E, as it provides a much-needed bike and pedestrian bridge connecting North Broadway to the Los Angeles Historic Park. This connection is critical to the project's success, as it will allow the residents, employees, and students north of the Metro L line tracks to access the park and its new station. This not only improves the potential ridership for the proposed project but provides a greatly enhanced active transportation network for all Californians who will ever visit, live, or work in the area. For these reasons Caltrans would also discourage the selection of Use Option D, which would substitute the proposed Chinatown/State Park Station for a non-passenger junction. This option greatly reduces the project's effectiveness, and needlessly limits accessibility to an additional mode of travel to and from a valuable green space.

cont'd
S4-2

Finally, due to the Stadium Tower's proximity to Caltrans right-of-way and the direct aerial crossing of SR-110, the project will require extensive collaboration with Caltrans staff for various permits and design approvals. These reviews, approvals, and encroachment permits will be conducted at the time of permit application so that all concerns can be adequately addressed.

S4-3

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-04095.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: State Clearinghouse



GABRIELENOTONGVA
SAN GABRIEL BAND OF MISSION INDIANS

Re: Los Angeles Gondola

January 30, 2023

Dear Mr. Zelmer:

We are writing this letter out of extreme concern for the proposed LA Gondola Project. The building of the Gondola will greatly impact current open space, disturb wildlife and cause disruption at LA Historic Park. Our tribal council and local Gabrieleno Tongva Community are against this project.

S5-1

As a tribe, we have very little space within Los Angeles County to gather as community and to enjoy outdoor space. Unfortunately, the capitalistic opportunity will cause more than disruption, but it will also further damage to Mother Earth and our natural world environment.

S5-2

We ask you to please stop the project. The traffic, and unnecessary construction that will further the damage to our planet will not improve our lives, traffic conditions or lives as Angelino's. This proposal is just another poorly short-sighted business venture that will leave our city and county in a worse situation than what we are currently experiencing.

S5-3

Sincerely,

Kimberly M. Johnson
Tribal Secretary.