APPENDIX A

NOP SCOPING REPORT AND ATTACHMENTS

1. INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) has prepared a Draft Environmental Impact Report (Draft EIR) pursuant to the California Environmental Quality Act (CEQA) to study the proposed Los Angeles Aerial Rapid Transit Project (proposed Project), which would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system. The purpose of this Draft EIR is to inform stakeholders and the public of significant environmental effects of a project, possible ways to minimize significant effects of a project, and to determine reasonable alternatives to the project. As part of the CEQA process, Metro began a 45-day public scoping period on October 1, 2020 which ended on November 16, 2020 (for a total of 46 days). Scoping is the process of determining the scope, focus, and content of an EIR.

According to the Council on Environmental Quality's State CEQA Guidelines (14 California Code of Regulations, Sections 15082-15083), lead agencies should use a public scoping process to help define the appropriate range of issues, and the depth and breadth of the analysis to be addressed in a major environmental document. This report documents the lead agencies' compliance with the scoping requirements of CEQA.

2. SCOPING PROCESS

This section documents the activities completed during the public scoping period for the proposed Project.

2.1 NOTICE OF PREPARATION

The Notice of Preparation of the Draft EIR (NOP) announced Metro's intent to prepare an EIR pursuant to CEQA and requested comments from public agencies on the scope and content of the environmental information relevant to their statutory responsibilities with regard to the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). In addition, the NOP provided formal notice of the opportunity to comment in writing and/or at the Virtual Scoping Meeting.

The NOP was sent to the State Clearinghouse and was posted at the Los Angeles County Clerk's Office on September 29, 2020. A copy of the NOP is included as Attachment A.

2.2 NOP MAILINGS

The NOP for the proposed Project was released on October 1, 2020. The NOP was mailed to state, regional, and local agencies, elected officials, neighborhood councils, interested parties, and tribal governments. A total of 123 NOPs were mailed. A copy of the NOP Mailing List is included as Attachment B.

In addition, the NOP was emailed to eight interested parties. A copy of the NOP Email List is included as Attachment H.

A 5" H x 6" W color NOP Postcard was mailed to property owners or occupants located within 500 feet of the Project area. A copy of the NOP Postcard is included as Attachment C. A total of 1,162 NOP Postcards were mailed to the 500 Foot Radius Mailing List, a copy of which is included as Attachment D, along with a map defining the 500 foot radius.

The NOP and NOP Postcard provided a brief description of the proposed Project, details on how to provide input during the public scoping period, and details on the date and time for the Virtual Scoping Meeting. The notice was written in English, Spanish, and Chinese.

2.3 PRINT ADVERTISEMENTS

Notice that the NOP was released and information on how to participate in the public scoping period were published in the following newspapers:

Newspaper	Run Date
Los Angeles Times	10/1/2020
Chinese Daily (Chinese language)	10/1/2020
La Opinion (Spanish language)	10/1/2020

A copy of the NOP Newspaper Advertisements is included as Attachment I.

2.4 VIRTUAL OPEN HOUSE

Information on the proposed Project was made available to the public online through a "Virtual Open House" website hosted at LAARTvirtualopenhouse.org. The Virtual Open House website was accessible during the duration of the public scoping period and provided information on the Project and an opportunity for the public to provide comments via the website. The materials that were Included in the Virtual Open House are included as Attachment E.

2.5 PROJECT SPONSOR WEBSITE

During the public scoping period, the Project Sponsor's website included the latest overview of the proposed Project, and its status, and Frequently Asked Questions (FAQs). The Project website is accessible through this link: https://www.laart.la.

2.6 METRO WEBSITE

Metro maintains a website for the proposed Project, including proposed Project status, updates, and links to documents. The website is accessible through this link: https://www.metro.net/projects/aerial-rapid-transit.

3. VIRTUAL SCOPING MEETING

In conformance with CEQA requirements, Metro held a Virtual Scoping Meeting on Thursday October 22, 2020, for agencies, organizations, and interested parties to provide comments, concerns, and/or issues to be considered in the Draft EIR for the proposed Project. The meeting was held from 6 to 8 pm.

The Virtual Scoping Meeting opened with a welcome and introductions of the Project team and Project background, followed by a description of how to participate in the Virtual Scoping Meeting. The presentation continued with an overview of the proposed Project description and review of the scoping process, followed by an introduction to the CEQA process. The presentation continued with more technical details on the proposed Project, including the configuration of the Project area, the goals of the proposed Project, the Metro Community Outreach Plan and collaboration with local communities and stakeholders, and the proposed Project design. The presentation ended with information on how to provide formal comments, the next steps for the proposed Project, and the anticipated timeline, followed by a public comment opportunity. The materials from the Virtual Scoping Meeting are included as Attachment G.

3.1 SCOPING COMMENTS

During the public scoping period, comments were collected via email, mail, at the Virtual Scoping Meeting, and on the Virtual Open House website. A total of 305 comments were received. Attachment F provides copies of written comments submitted during the public scoping period, a verbatim transcript of the comments received during the meeting, and a verbatim copy of the Q&A Box from the meeting.

ATTACHMENT A

NOP

Los Angeles County
Metropolitan Transportation Authority
Metro

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000
metro.net

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	October 1, 2020
TO:	Agencies, Organizations and Interested Parties
SUBJECT:	Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE:	Los Angeles Aerial Rapid Transit Project
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit Project (proposed Project) in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000–15387). The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. Metro is requesting comments from public agencies on the scope and content of the environmental information relevant to their statutory responsibilities with regard to the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Metro is also inviting organizations and interested parties to submit comments on the scope of the environmental document related to the proposed Project.

PROJECT DESCRIPTION: The proposed Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders. The proposed Project would provide an aerial rapid transit option from LAUS for visitors to Dodger Stadium, as well as the Los Angeles State Historic Park and Elysian Park, while reducing traffic that currently impacts residents of surrounding communities, who can also utilize the aerial gondola system to access the regional transit system accessible at LAUS. The proposed route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. The proposed Project includes options for an intermediate station to provide additional transit service adjacent to the Los Angeles State Historic Park and the location where the proposed Project flies over portions of the Park (the Spring Street Alternative and Broadway Alternative). 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 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes. Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.

Figure 1 shows the regional location of the proposed Project and Figures 2 and 3 provide an overview of the Spring Street Alternative and Broadway Alternative, respectively. Figure 4 provides examples of modern aerial rapid transit (ART) systems that are currently operating in several urban locations around the world.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed Project would be located in the City of Los Angeles, within or adjacent to the communities of El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, and Elysian Park. The proposed Project would generally be located within the public right-of-way, and in connection with providing additional transit service adjacent to the Los Angeles State Historic Park, would fly over the Park, which is managed by the California Department of Parks and Recreation, and SR-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public facilities uses.

PROJECT PURPOSE: The overall purpose of the proposed Project is to expand mobility options for transit riders through a permanent direct transit connection between LAUS and Dodger Stadium, a regional event center, via an aerial gondola system. The proposed Project aims to reduce traffic congestion and associated greenhouse gas emissions during game and special event days. The proposed Project provides the potential to increase transit access for open space, parks, and the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. Aerial rapid transit is a proven, safe, quiet, sustainable, high capacity, and highly efficient form of transportation. The proposed Project would function as a reliable rapid transit system, a first/last mile connector, and an iconic new regional tourist destination that offers scenic views of Los Angeles.

PROJECT ALTERNATIVES: A "No-Build" alternative will be analyzed, where no aerial gondola system is installed. Alternative locations for passenger stations, a non-passenger junction, and towers, as well as potential arrangements within a non-passenger junction to allow for passengers, may be evaluated.

The proposed Project would generally be located in the public right-of-way and would commence adjacent to LAUS and El Pueblo following Alameda Street and Spring Street in a northeast direction through the community of Chinatown, flying over the Los Angeles State Historic Park to Bishops Road and then flying over the SR-110 and terminating at Dodger Stadium, located in the community of Elysian Park. Two potential alternatives for providing transit service adjacent to, and flying over the Los Angeles State Historic Park, are being considered. In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, the aerial gondola system would travel northwest with a Park Station on Spring Street and fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way (see Figure 2). The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way and continue northwest to an intermediate station at the intersection of North Broadway and Bishops Road (see Figure 3).

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the proposed Project on the environment. The Draft EIR will address all environmental topics listed in Appendix G of the CEQA Guidelines, as listed below.

- Aesthetics
- Agriculture and forestry resources
- Air quality
- Biological resources
- Cultural and historic resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Transportation
- Tribal cultural resources
- Utilities and service systems
- Wildfire

Mitigation measures to reduce potentially significant impacts during construction and operation of the proposed Project will also be identified in the Draft EIR.

VIRTUAL OPEN HOUSE AND VIRTUAL SCOPING MEETING: As part of the EIR scoping process, project information will be made available to the public online through two primary means: (1) a virtual "open house"; and (2) a virtual scoping meeting. The purpose of the virtual open house is to provide an overview of the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. The virtual open house will be accessible to stakeholders and the public throughout the public review period. Please access the virtual open house at LAARTvirtualopenhouse.org or through Metro's website at metro.net/aerialrapidtransit.

The virtual scoping meeting will be held on October 22, 2020, from 6:00 p.m. to 8:00 p.m. The virtual scoping meeting will include an introduction to the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. Stakeholders and the public may submit questions during the online meeting. A recording of the virtual scoping meeting will be posted on the Metro website and the virtual open house following the meeting. Please check Metro's website at metro.net/aerialrapidtransit to confirm the availability of and the instructions for accessing the virtual scoping meeting.

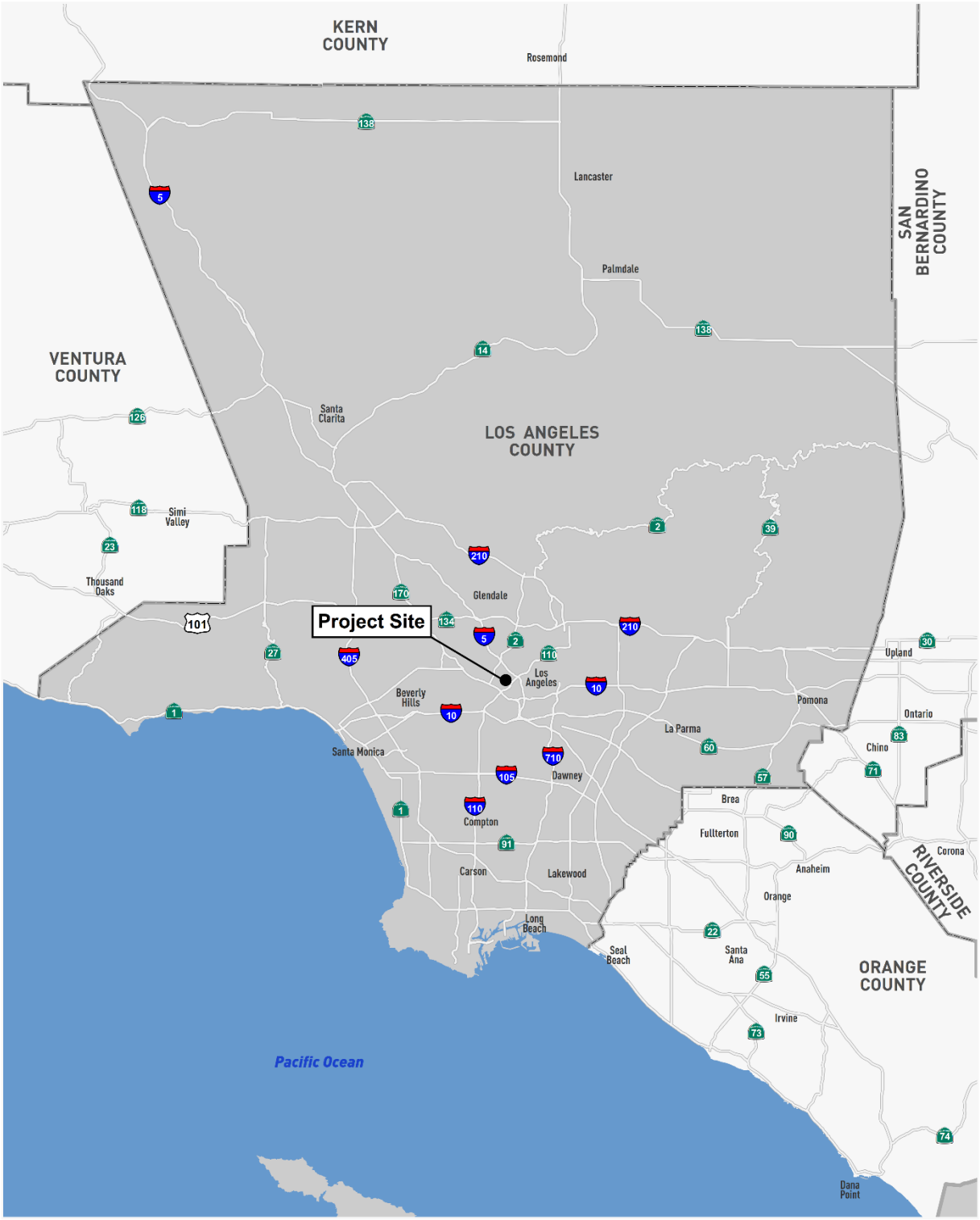
This NOP and a fact sheet will also be available in Spanish and Cantonese via the virtual open house at LAARTvirtualopenhouse.org and Metro's website at metro.net/aerialrapidtransit. In addition, Spanish and Cantonese interpretation will be available during the virtual scoping meeting.

Attendees are invited to call 213-418-3423 at least 72 hours in advance of the meeting for more information, to arrange ADA accommodations and/or to request additional translation support.

COMMENT DUE DATE: A 45-day comment period for this NOP will begin on October 1, 2020, and conclude on November 16, 2020. Written comments on the scope of the Draft EIR, including the Project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro by 11:59 pm PST on **November 16, 2020** at the postal address or e-mail address below. Comments may also be submitted through the virtual open house website at LAARTvirtualopenhouse.org.

ADDRESSES: Written or electronic (e-mail) comments may be sent to Mr. Cory Zelmer, Deputy Executive Officer, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or via email at LAART@metro.net.

For more information, please visit metro.net/aerialrapidtransit, or please call 213-418-3423.



Metro

Figure 1: Regional Map

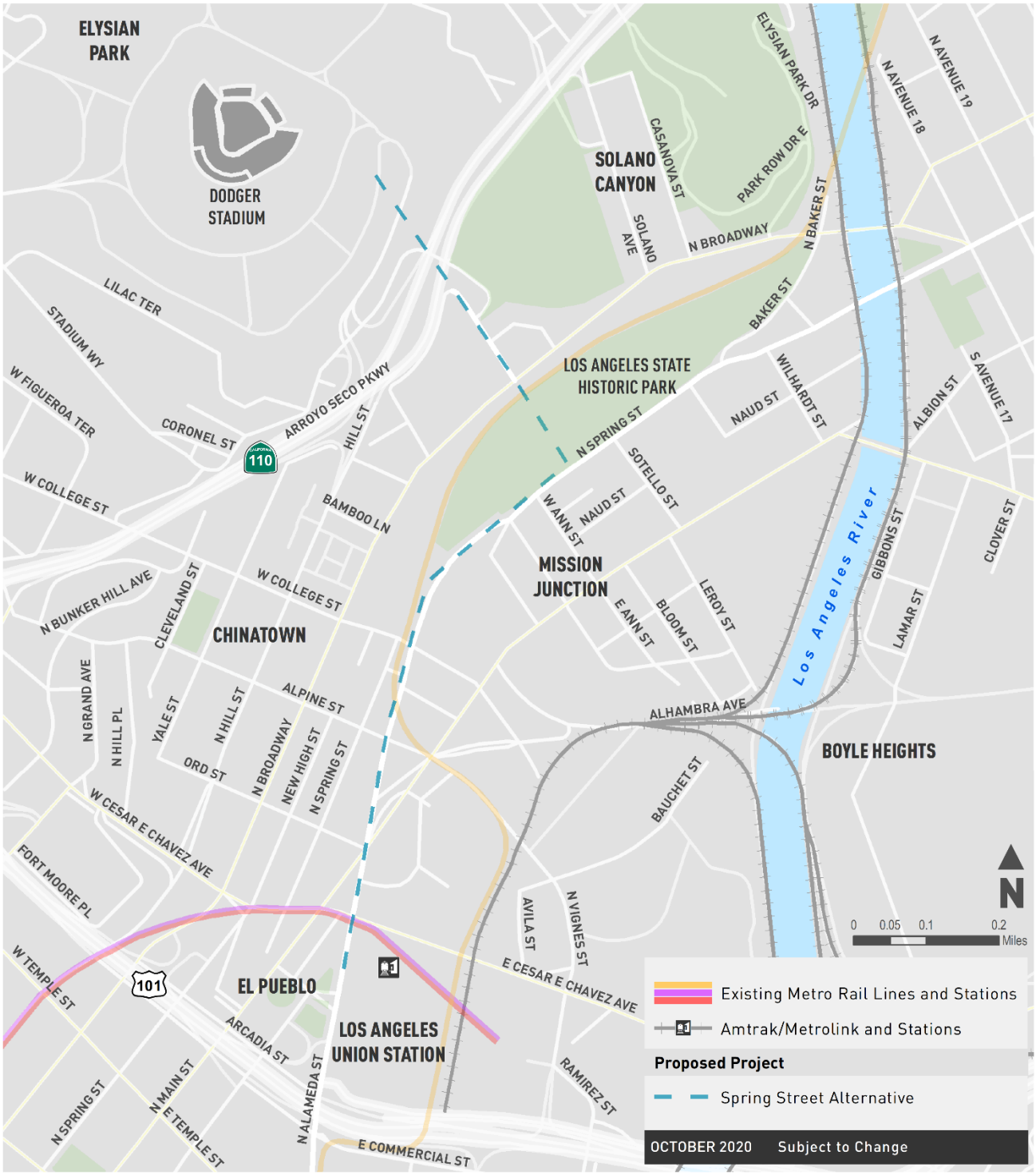
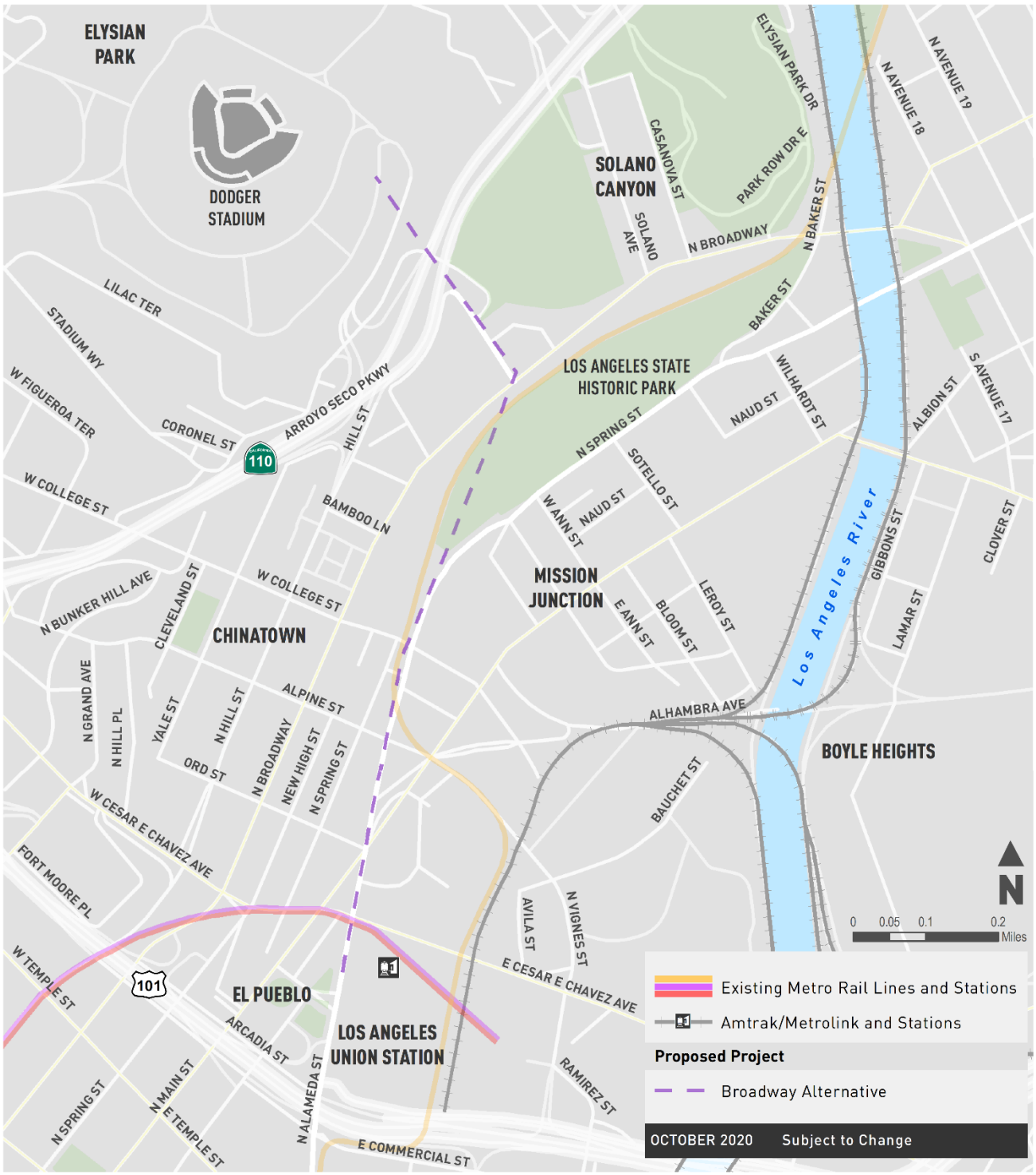


Figure 2:
Proposed Spring Street Alternative



Metro

Figure 3:
Proposed Broadway Alternative



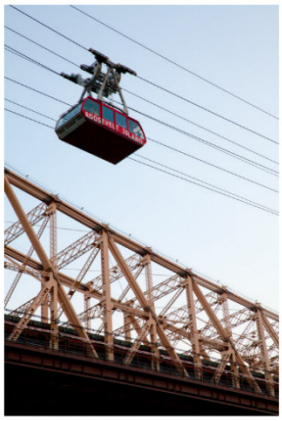
Portland, Oregon



London, England



Koblenz, Germany



Roosevelt Island, New York



Mexico City, Mexico



Lantau Island, Hong Kong



La Paz, Bolivia

Metro

Figure 4:

Examples of Gondola Systems

ATTACHMENT B

NOP MAILING LIST

Agency and Interested Party Mailing List

Organization Type	Office	Name, Title	Address	City	State	Zip
Federal Agency	EPA, Region 9 - SoCal Office	Steven Leonido, Director	600 Wilshire Boulevard, Suite 940	Los Angeles	CA	90017
Federal Agency	Federal Transit Administration	Charlene Lorenzo, Director	888 S Figueroa St Ste 440	Los Angeles	CA	90017
Federal Agency	United States Post Office - Terminal Annex	Attn: CEQA Review	900 N. Alameda Street	Los Angeles	CA	90012
Federal Agency	US Federal Aviation Administration	Raquel Girvin, Regional Administrator	777 S. Aviation Boulevard, Suite 150	El Segundo	CA	90045
State Agency	CA Air Resources Board	Carol Sutkus, Manager, South Coast Air Quality Planning Section	P.O. Box 2815	Sacramento	CA	95812
State Agency	CA Air Resources Board	Attn: CEQA Review	9480 Telstar Avenue, Suite 4	El Monte	CA	91731
State Agency	CA Dpt Of Fish and Wildlife, South Coast Region	Ed Pert, Region 5 Manager	3883 Ruffin Road	San Diego	CA	92123
State Agency	CA Dpt of Parks and Recreation	Armando Quintero, Director	P.O. Box 942896	Sacramento	CA	94296
State Agency	CA Dpt of Parks and Recreation	Craig Sap, District Director	P.O. Box 942896	Sacramento	CA	94296
State Agency	CA Dpt of Parks and Recreation	Julianne Polanco, State Historic Preservation Officer	1725 23rd Street, Suite 100	Sacramento	CA	95816
State Agency	CA Dpt of Parks and Recreation	Liz McGuire, Deputy Director	P.O. Box 942896	Sacramento	CA	94296
State Agency	CA Native American Heritage Commission	Christina Snyder, Executive Secretary	1550 Harbor Boulevard, Suite 100	West Sacramento	CA	95691
State Agency	CA Native American Heritage Commission	Gayle Totton, Associate Governmental Program Analyst	1550 Harbor Boulevard, Suite 100	West Sacramento	CA	95691
State Agency	CA Natural Resources Agency	Angela Barranco, Undersecretary of the Natural Resources Agency	1416 9th Street, Suite 1311	Sacramento	CA	95814
State Agency	CA Natural Resources Agency	Tom Gibson, Senior Counsel	1416 9th Street, Suite 1311	Sacramento	CA	95814
State Agency	CAHSRA	Melissa Figueroa, Chief of Strategic Communications	770 L Street, #1160	Sacramento	CA	95814
State Agency	CalOSHA, Southern California ART Office	Bobby Park, Senior Safety Engineer	2 MacArthur Place, Suite 700	Santa Ana	CA	92707
State Agency	CalOSHA, Southern California ART Office	Doug Parker, DOSH Chief	1515 Clay Street, Suite 1901	Oakland	CA	94612
State Agency	CalOSHA, Southern California ART Office	Marc Sherrill, Sacramento ART Office	1750 Howe Avenue, Suite 480	Sacramento	CA	95825

Organization Type	Office	Name, Title	Address	City	State	Zip
State Agency	CalOSHA, Southern California ART Office	Mike Schopfer, Sacramento ART Office	1750 Howe Avenue, Suite 480	Sacramento	CA	95825
State Agency	CalOSHA, Southern California ART Office	Santa Ana Regional Manager	2 MacArthur Place, Suite 720	Santa Ana	CA	92707
State Agency	CalSTA	David Kim, Secretary of Transportation	915 Capitol Mall, Suite 350B	Sacramento	CA	95814
State Agency	CalSTA	Elissa Konove, Undersecretary of Transportation	915 Capitol Mall, Suite 350B	Sacramento	CA	95814
State Agency	Caltrans Headquarters	Jim Davis, Chief Deputy Director	P.O. Box 942873	Sacramento	CA	94273
State Agency	Caltrans Headquarters	Toks Omishakin, Director	P.O. Box 942873	Sacramento	CA	94273
State Agency	Caltrans, District 7	John Bulinski, District Director	100 S. Main Street	Los Angeles	CA	90012
State Agency	Caltrans, District 7, Division of Env. Planning	Ron Kosinski, Deputy District Director	100 S. Main Street	Los Angeles	CA	90012
State Agency	Caltrans, District 7, Office of Regional Planning IGR/CEQA	Miya Edmonson, Branch Chief	100 S. Main Street, Suite 100	Los Angeles	CA	90012-3606
State Agency	Dpt of Toxic Substances Control	Attn: CEQA Review	9211 Oakdale Avenue	Chatsworth	CA	91311
State Agency	Office of Planning and Research, State Clearinghouse	Scott Morgan, State Clearinghouse Director	1400 Tenth Street	Sacramento	CA	95814
State Agency	Office of the Governor	Christine Hironaka, Deputy Cabinet Secretary	1303 10th Street, Suite 1173	Sacramento	CA	95814
State Agency	Office of the Governor	Mark Tollefson, Deputy Cabinet Secretary	1303 10th Street, Suite 1173	Sacramento	CA	95814
Regional Agency	Amtrak Los Angeles Field Office	Attn: CEQA Review	810 N. Alameda St., Suite 129	Los Angeles	CA	90012
Regional Agency	RWQCB - LA Region (Region 4)	Samuel Unger, Exec. Officer	320 West Fourth St, Suite 200	Los Angeles	CA	90013
Regional Agency	South Coast AQMD	Wayne Nastri, Exec. Officer	21865 E. Copley Drive	Diamond Bar	CA	91765-4182
Regional Agency	South Coast AQMD, CEQA IGR	Jillian Wong, Planning and Rules Manager	21865 Copley Drive	Diamond Bar	CA	91765
Regional Agency	South Coast AQMD, Planning, Rule Dev. & Area Sources	Philip Fine, Deputy Exec. Officer	21865 Copley Drive	Diamond Bar	CA	91765
Regional Agency	Southern California Association of Governments, Transportation Planning & Programming	Kome Ajise, Executive Director	900 Wilshire Blvd., Suite 1700	Los Angeles	CA	90017

Organization Type	Office	Name, Title	Address	City	State	Zip
Regional Agency	Southern California Association of Governments, Transportation Planning & Programming	Sarah Jepson, Deputy Director of Planning	900 Wilshire Blvd., Suite 1700	Los Angeles	CA	90017
Regional Agency	Southern California Regional Rail Authority	Stephanie Wiggins, CEO	900 Wilshire Blvd., Ste. 1500	Los Angeles	CA	90017
Local Agency	City of LA, Board of Public Works	Greg Good, President	200 N. Spring Street	Los Angeles	CA	90012
Local Agency	City of LA, Dpt of Building and Safety	Shahen Akelyan, Assistant Bureau Chief	221 N. Figueroa Street, 12th Floor	Los Angeles	CA	90012
Local Agency	City of LA, Dpt of Building and Safety	Victor Cuevas, Assistant Bureau Chief	221 N. Figueroa Street, 12th Floor	Los Angeles	CA	90012
Local Agency	City of LA, Dpt of Building and Safety, Code Enforcement Bureau	David Thompson, Env. Affairs Officer	221 N. Figueroa Street, 12th Floor	Los Angeles	CA	90012
Local Agency	City of LA, Dpt of Convention & Tourism Development	Doane Liu, Executive Director	1201 South Figueroa Street	Los Angeles	CA	90015
Local Agency	City of LA, Dpt of Neighborhood Empowerment	Raquel Beltran, General Manager	200 North Spring Street, Suite 2005	Los Angeles	CA	90012
Local Agency	City of LA, Dpt of Planning	Arthi Varma, Citywide Policy Planning	200 N. Spring Street, Suite 525	Los Angeles	CA	90012
Local Agency	City of LA, Dpt of Planning	Kevin Keller, Executive Officer	200 N. Spring Street, Suite 525	Los Angeles	CA	90012
Local Agency	City of LA, Dpt of Planning	Lisa Webber, Project Planning	200 N. Spring Street, Suite 525	Los Angeles	CA	90012
Local Agency	City of LA, Dpt of Planning	Luci Ibarra, Major Projects	200 N. Spring Street, Suite 525	Los Angeles	CA	90012
Local Agency	City of LA, Dpt of Planning	Shana Bonstin, Community Planning	200 N. Spring Street, Suite 525	Los Angeles	CA	90012
Local Agency	City of LA, Dpt of Planning	Vincent Bertoni, Director	200 N. Spring Street, Suite 525	Los Angeles	CA	90012
Local Agency	City of LA, Dpt of Public Works Bureau of Engineering	Gary Lee Moore, Executive Division	1149 S. Broadway, Suite 700	Los Angeles	CA	90015
Local Agency	City of LA, Dpt of Public Works Bureau of Engineering	Ted Allen, Deputy City Engineer	1149 S. Broadway, Suite 700	Los Angeles	CA	90015
Local Agency	City of LA, Dpt of Public Works Bureau of Street Services	Adel H. Hagekhalil, Manager	1149 S. Broadway, 4th floor	Los Angeles	CA	90015
Local Agency	City of LA, Dpt of Public Works Sanitation Bureau	Enrique C. Zaldivar, Manager	1149 S. Broadway, Suite 700	Los Angeles	CA	90015

Organization Type	Office	Name, Title	Address	City	State	Zip
Local Agency	City of LA, Dpt of Transportation	Jay Kim, Assistant General Manager	100 S. Main St., 10th Floor	Los Angeles	CA	90012
Local Agency	City of LA, Dpt of Transportation	Seleta Reynolds, General Manager	100 S. Main St., 10th Floor	Los Angeles	CA	90012
Local Agency	City of LA, Dpt of Transportation	Tomas Carranza, Principal Transportation Engineer	100 S. Main St., 10th Floor	Los Angeles	CA	90012
Local Agency	City of LA, El Pueblo de Los Angeles Historical Monument	Arturo Chavez, General Manager	125 Paseo de la Plaza, Suite 300	Los Angeles	CA	90012
Local Agency	City of LA, Emergency Management Dpt.	Aram Sahakian, General Manager	200 N. Spring Street, Room 1533	Los Angeles	CA	90012
Local Agency	City of LA, Office of Historic Resources	Ken Bernstein, Division Manager	200 N. Spring Street, Suite 525	Los Angeles	CA	90012
Local Agency	City of LA, Office of Historic Resources	Lambert Giessinger, Historic-Cultural Monuments	200 N. Spring Street, Suite 525	Los Angeles	CA	90012
Local Agency	City of LA, Office of the Mayor	Barbara Romero, Deputy Mayor of City Services	200 N. Spring Street Room 303, MS 370	Los Angeles	CA	90012
Local Agency	City of LA, Office of the Mayor	Christopher Anyakwo, Policy Director / Liaison to LAFD	200 N. Spring Street Room 303, MS 370	Los Angeles	CA	90012
Local Agency	City of LA, Office of the Mayor	Daniel Rodman, Deputy Director Transportation Services	200 N. Spring Street Room 303, MS 370	Los Angeles	CA	90012
Local Agency	City of LA, Office of the Mayor	Doug Mensman, Director of Transportation	200 N. Spring Street, Room 435, MS 202	Los Angeles	CA	90012
Local Agency	City of LA, Office of the Mayor	Jennifer McDowell, Associate Director of Infrastructure	200 N. Spring Street Room 303, MS 370	Los Angeles	CA	90012
Local Agency	City of LA, Office of the Mayor	Julia Salinas, Transportation Manager	200 N. Spring Street Room 303, MS 370	Los Angeles	CA	90012
Local Agency	City of LA, Office of the Mayor	Laura Krawczyk, Planning and Development Manager, Office of Economic Development	200 N. Spring Street Room 303, MS 370	Los Angeles	CA	90012
Local Agency	City of LA, Office of the Mayor	Liz Crosson, Director of Infrastructure	200 N. Spring Street Room 303, MS 370	Los Angeles	CA	90012
Local Agency	City of LA, Office of the Mayor	Mayor Eric Garcetti	200 N. Spring St., MS 370	Los Angeles	CA	90012
Local Agency	City of LA, Office of the Mayor	Nicholas Maricich, Director of Planning and Policy Development	200 N. Spring Street Room 303, MS 370	Los Angeles	CA	90012

Organization Type	Office	Name, Title	Address	City	State	Zip
Local Agency	City of LA, Office of the Mayor	Theadora Trindle, Planning and Development Manager, Office of Economic Development	200 N. Spring Street Room 303, MS 370	Los Angeles	CA	90012
Local Agency	City of LA, Office of the Mayor	William Chun, Deputy Mayor of Economic Development	200 N. Spring Street Room 303, MS 370	Los Angeles	CA	90012
Local Agency	City of LA, Office of the Mayor	Zachia Nazarzai, Associated Director, Neighborhood Services	200 N. Spring Street Room 303, MS 370	Los Angeles	CA	90012
Local Agency	City of LA, Recreation and Parks	Darryl Ford, Management Analyst	221 N Figueroa Street Suite 350	Los Angeles	CA	90012
Local Agency	City of LA, Recreation and Parks	Michael Shull, General Manager	221 N Figueroa Street Suite 350	Los Angeles	CA	90012
Local Agency	LADWP, Environmental Affairs	Jeff Carivau, Manager	111 North Hope Street, Room 1044	Los Angeles	CA	90012
Local Agency	LADWP, Environmental Affairs	Mark Sedlacek, Director	111 North Hope Street, Room 1044	Los Angeles	CA	90012
Local Agency	LAUSD, Office of Environmental Health & Safety	Samantha Han, Env. Compliance Administrator	333 South Beaudry Avenue, 21st Floor	Los Angeles	CA	90017
Local Agency	Los Angeles County Registrar-Recorder/County Clerk	Attn: BFR	12400 Imperial Highway, Room 1201	Norwalk	CA	90650
Local Agency	Los Angeles Fire Department, Fire Prevention Bureau	Hani Malki	200 North Main Street, 16th Floor	Los Angeles	CA	90012
Local Agency	Los Angeles Police Department Headquarters	Attention: CEQA Document	100 West 1st Street Room	Los Angeles	CA	90012
Elected Official	34th Congressional District Field Office	Jimmy Gomez, Representative	350 S. Bixel Street, #120	Los Angeles	CA	90017
Elected Official	CA Senate District 24 Field Office	Senator Maria Elena Durazo	1808 W. Sunset Blvd.	Los Angeles	CA	90026
Elected Official	CA Senate District 24 Field Office	Steve Veres, District Director	1808 W. Sunset Blvd.	Los Angeles	CA	90026
Elected Official	CA State Assembly District 51 Field Office	Assembly Member Wendy Carrillo	1910 West Sunset Boulevard, Suite 810	Los Angeles	CA	90026
Elected Official	Council District 1	Councilmember Gil Cedillo	200 N. Spring Street, Room 460	Los Angeles	CA	90012
Elected Official	Council District 1	Debby Kim, Chief of Staff	200 N. Spring Street, Room 460	Los Angeles	CA	90012

Organization Type	Office	Name, Title	Address	City	State	Zip
Elected Official	Council District 14	Avak Keotahian, Assistant Chief Legislative Analyst	200 N. Spring Street, Room 465	Los Angeles	CA	90012
Elected Official	Council District 14	Councilmember Elect Kevin de Leon	200 N. Spring Street, Room 465	Los Angeles	CA	90012
Elected Official	County First District	Supervisor Hilda Solis	500 West Temple Street	Los Angeles	CA	90012
Neighborhood Council	Arts District & Little Tokyo NC	Nancy Yap, President	1855 Industrial Street Suite 106	Los Angeles	CA	90021
Neighborhood Council	Downtown Los Angeles NC	Patti Berman, President	P.O. Box 13096	Los Angeles	CA	90013
Neighborhood Council	Echo Park NC	Darcy Harris, Chair	1226 N. Alvarado St.	Los Angeles	CA	90026
Neighborhood Council	Elysian Valley Riverside NC	Frank Mendoza, President	1811 Ripple St.	Los Angeles	CA	90039
Neighborhood Council	Historic Cultural North NC	Don Toy, Chair	200 North Spring Street, Suite 2005	Los Angeles	CA	90012
Neighborhood Council	Lincoln Heights NC	Gilbert Arevalo, President	3516 N. Broadway	Los Angeles	CA	90031
Interested Party	Ann Street Elementary School	Frances Sanchez, Principal	126 East Bloom Street	Los Angeles	CA	90012
Interested Party	California Endowment	Dr. Robert K. Ross, President and CEO	1000 Alameda Street	Los Angeles	CA	90012
Interested Party	Camacho's	Don Camacho	845 N. Alameda Street	Los Angeles	CA	90012
Interested Party	Castelar Elementary School	Wing Fung, Principal	840 Yale Street	Los Angeles	CA	90012
Interested Party	Cathedral High School	Br. John Montgomery, Principal	1253 Bishops Road	Los Angeles	CA	90012
Interested Party	Cathedral High School	Martin Farfan, President	1253 Bishops Road	Los Angeles	CA	90012
Interested Party	Chinatown Business Improvement District	George Yu	727 N. Broadway Suite 208	Los Angeles	CA	90012
Interested Party	Chinese American Museum	Gay Yuen	125 Paseo de la Plaza, Suite 202	Los Angeles	CA	90012
Interested Party	Climate Resolve	Jonathan Parfrey, Executive Director	525 S. Hewitt Street	Los Angeles	CA	90013

Organization Type	Office	Name, Title	Address	City	State	Zip
Interested Party	Echo Park Improvement Association	Andrew Garsten, President	P.O. Box 26896	Los Angeles	CA	90026
Interested Party	Homeboy Industries	Thomas Vozzo	130 W. Bruno Street	Los Angeles	CA	90012
Interested Party	LA Conservancy	Linda Dishman, President	523 West Sixth Street, Suite 826	Los Angeles	CA	90014
Interested Party	LA Conservation Corps	Wendy Butts, Chief Executive Officer	1400 N. Spring Street	Los Angeles	CA	90012
Interested Party	Mozaic	Eric Grossman, Vice President of Investments	6100 Center Drive, Suite 750	Los Angeles	CA	90045
Interested Party	NRDC	Joel Reynolds	1314 Second Street	Santa Monica	CA	90401
Interested Party	Olvera Street Merchants Association Foundation	Michael Mariscal, President	W-10 Olvera Street	Los Angeles	CA	90012
Interested Party	Our Lady Queen of Angels Catholic Church	Rev. Arturo Corral, Pastor	535 North Main Street	Los Angeles	CA	90012
Interested Party	Solano Ave Elementary School	Jorge Parra, Principal	615 Solano Ave	Los Angeles	CA	90012
Interested Party	Solano Canyon	Judy Kameon	725 Solano Avenue	Los Angeles	CA	90012
Interested Party	Solano Canyon	Lydia Moreno, HCNC Board Member	505 Solano Avenue	Los Angeles	CA	90012
Interested Party	St. Peter's Italian Catholic Church	Fr. Louis Piran, Pastor	1039 North Broadway	Los Angeles	CA	90012
Interested Party	Thien Hau Temple	ATTN: CEQA Review	756 Yale Street	Los Angeles	CA	90012
Tribal Government	LA Native American Indian Commission	Alexandra Valdes, Exec. Director	3175 West 6th Street	Los Angeles	CA	90020
Tribal Government	Fernandeno Tataviam Band of Mission Indians	Jairo Avila, Tribal Historic and Cultural Preservation Officer	1019 Second Street, Suite 1	San Fernando	CA	91340
Tribal Government	Gabrieleno Band of Mission Indians-Kizh Nation	Andrew Salas, Chairperson	P.O. Box 393	Covina	CA	91723
Tribal Government	Gabrieleno/Tongva San Gabriel Band of Mission Indians	Anthony Morales, Chairperson	P.O. Box 693	San Gabriel	CA	91778
Tribal Government	Gabrielino/Tongva Nation	Sandonne Goad, Chairperson	106 1/2 Judge John Aiso Street, #231	Los Angeles	CA	90012

Organization Type	Office	Name, Title	Address	City	State	Zip
Tribal Government	Gabrielino Tongva Indians of California Tribal Council	Robert Dorame, Chairperson	P.O. Box 490	Bellflower	CA	90707
Tribal Government	Gabrielino-Tongva Tribe	Charles Alvarez	23454 Vanowen Street	West Hills	CA	91307
Tribal Government	Santa Rosa Band of Cahuilla Indians	Lovina Redner, Tribal Chair	P.O. Box 391820	Anza	CA	92539
Tribal Government	Soboba Band of Luiseno Indians	Scott Cozart, Chairperson	P.O. Box 487	San Jacinto	CA	92583
Tribal Government	Soboba Band of Luiseno Indians	Joseph Ontiveros, Cultural Resource Department	P.O. Box 487	San Jacinto	CA	92581

ATTACHMENT C

POSTCARD NOTICE

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





First Last
0000 Street
City, CA Zip Code



Notice of Preparation of an Environmental Impact Report
Los Angeles Aerial Rapid Transit Project

A project proposed by Los Angeles Aerial Rapid Transit Technologies LLC

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of an Environmental Impact Report to evaluate the potential environmental effects associated with construction and operation of the Los Angeles Aerial Rapid Transit Project.

How to Participate in Public Scoping: October 1 to November 16
Comments must be submitted by 11:59 pm on November 16, 2020 via any of the following:

- Virtual Open House: LAARTvirtualopenhouse.org
- Email: LAART@metro.net
- Mail: Attention: Mr. Cory Zelmer, Deputy Executive Officer, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012

A **Virtual Scoping Meeting** will be held on October 22, 2020, from 6:00-8:00 pm. Login information for the Virtual Scoping Meeting, as well as the Notice of Preparation, project information, and schedule update, is available at metro.net/aerialrapidtransit.

For ADA accommodations please call 213-418-3423.
相关中文信息，点以下 接 metro.net/aerialrapidtransit
Para obtener información en español, visite metro.net/aerialrapidtransit

ATTACHMENT D

500 FOOT RADIUS MAILING LIST AND FIGURE

Mailing list compiled by Centerpoint Radius Maps, 2020

500 Foot Radius Mailing List

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OUR LADY QUEEN OF ANGELES CATHOLIC CHURCH	535 N MAIN ST	LOS ANGELES, CA 90012
LA PLAZA DE CULTURA Y ARTES	501 N MAIN ST	LOS ANGELES, CA 90012
PLAZA HOUSE	510 NEW HIGH ST	LOS ANGELES, CA 90012
OCCUPANT	646 N SPRING ST	LOS ANGELES, CA 90012
OCCUPANT	648 N SPRING ST	LOS ANGELES, CA 90012
THE FRAMING HOUSE DESIGN	670 N SPRING ST	LOS ANGELES, CA 90012
GW MARKET	672 N SPRING ST	LOS ANGELES, CA 90012
SPRING ST SMOKEHOUSE BBQ	640 N SPRING ST	LOS ANGELES, CA 90012
GLORIA INCOME TAX SERVICE	113 W CESAR E CHAVEZ AVE	LOS ANGELES, CA 90012
LA NOCHE BUENA	12 OLVERA ST	LOS ANGELES, CA 90012
TREEHOUSE ROOFTOP LOUNGE	686 N SPRING ST	LOS ANGELES, CA 90012
OCCUPANT	680 N SPRING ST	LOS ANGELES, CA 90012
CAMBODIA ETHNIC CHINESE ASSOCIATION	676 N SPRING ST	LOS ANGELES, CA 90012
CHEVRON	901 ALAMEDA ST	LOS ANGELES, CA 90012
CIELITO LINDO	720 N MAIN ST	LOS ANGELES, CA 90012
SPAAHBULOUS & MORE	668 N SPRING ST	LOS ANGELES, CA 90012
METRO PLAZA HOTEL	711 N MAIN ST	LOS ANGELES, CA 90012
SUBWAY	701 N MAIN ST	LOS ANGELES, CA 90012
PLACITA CAFÉ	711 N MAIN ST 105	LOS ANGELES, CA 90012
CENTRO DE NUTRICION	668 N SPRING ST 206	LOS ANGELES, CA 90012
AMAY'S BAKERY & NOODLE CO	618 NEW HIGH ST	LOS ANGELES, CA 90012
OCCUPANT	612 NEW HIGH ST	LOS ANGELES, CA 90012
EASTERN INTERNATIONAL BANK	688 NEW HIGH ST	LOS ANGELES, CA 90012
PANDA MASSAGE	685 N SPRING ST C	LOS ANGELES, CA 90012
TA CHONG CO	685 N SPRING ST B	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 201	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 202	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 203	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 204	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 205	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 206	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 207	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 208	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 209	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 210	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 211	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 212	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	600 N BROADWAY 213	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 214	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 215	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 216	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 217	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 218	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 219	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 220	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 301	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 302	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 303	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 304	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 305	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 306	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 307	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 308	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 309	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 310	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 311	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 312	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 313	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 314	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 315	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 316	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 317	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 318	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 319	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 320	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 401	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 402	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 403	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 404	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 405	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 406	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 407	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 408	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 409	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 410	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 411	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 412	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 413	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 414	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 415	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 416	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 417	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	600 N BROADWAY 418	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 419	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 420	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 501	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 502	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 503	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 504	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 505	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 506	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 507	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 508	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 509	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 510	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 511	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 512	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 513	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 514	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 515	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 516	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 517	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 518	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 519	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 520	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 601	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 602	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 603	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 604	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 605	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 606	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 607	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 608	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 609	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 610	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 611	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 612	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 613	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 614	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 615	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 616	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 617	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 618	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 619	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 620	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 701	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 702	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	600 N BROADWAY 703	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 704	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 705	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 706	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 707	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 708	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 709	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 710	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 711	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 712	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 713	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 714	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 715	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 716	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 717	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 718	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 719	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 720	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 801	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 802	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 803	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 804	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 805	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 806	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 807	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 808	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 809	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 810	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 811	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 812	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 813	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 814	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 815	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 816	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 817	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 818	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 819	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 820	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 901	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 902	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 903	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 904	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 905	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 906	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 907	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	600 N BROADWAY 908	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 909	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 910	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 911	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 912	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 913	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 914	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 915	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 916	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 917	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 918	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 919	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 920	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1001	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1002	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1003	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1004	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1005	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1006	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1007	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1008	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1009	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1010	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1011	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1012	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1013	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1014	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1015	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1016	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1017	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1018	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1019	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1020	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1101	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1102	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1103	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1104	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1105	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1106	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1107	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1108	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1109	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1110	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1111	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1112	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	600 N BROADWAY 1113	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1114	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1115	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1116	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1117	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1118	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1119	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1120	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1201	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1202	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1203	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1204	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1205	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1206	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1207	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1208	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1209	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1210	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1211	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1212	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1213	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1214	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1215	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1216	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1217	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1218	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1219	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1220	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1301	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1302	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1303	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1304	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1305	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1306	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1307	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1308	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1309	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1310	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1311	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1312	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1313	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1314	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1315	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1316	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1317	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	600 N BROADWAY 1318	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1319	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1320	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1401	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1402	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1403	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1404	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1405	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1406	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1407	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1408	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1409	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1410	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1411	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1412	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1501	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1502	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1503	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1504	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1505	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1506	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1507	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1508	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1509	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1510	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1511	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1512	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1601	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1602	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1603	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1604	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1605	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1606	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1607	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1608	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1609	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1610	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1611	LOS ANGELES, CA 90012
OCCUPANT	600 N BROADWAY 1612	LOS ANGELES, CA 90012
WON WON MINI MARKET	700 N BROADWAY	LOS ANGELES, CA 90012
PHOENIX INN CHINESE CUISINE	301 ORD ST	LOS ANGELES, CA 90012
LUCKY DELI	706 N BROADWAY	LOS ANGELES, CA 90012
NAM-HOA FISH MARKET	711 1/4 NEW HIGH ST	LOS ANGELES, CA 90012
TTL MOTORSPORT	311 ORD ST	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
GHOST RAMP	715 NEW HIGH ST	LOS ANGELES, CA 90012
V S HAIR SALON	715 NEW HIGH ST E	LOS ANGELES, CA 90012
LINH'S BEAUTY SALON	737 NEW HIGH ST	LOS ANGELES, CA 90012
JJ'S SPA 2	733 NEW HIGH ST	LOS ANGELES, CA 90012
HONUSQUARE	755 NEW HIGH ST	LOS ANGELES, CA 90012
WAX PAPER CHINATOWN	736 N BROADWAY 106	LOS ANGELES, CA 90012
ACTUAL SIZE LOS ANGELES	741 NEW HIGH ST	LOS ANGELES, CA 90012
THE GARAGE	742 N BROADWAY	LOS ANGELES, CA 90012
PERRY MCGRATH SALON	739 NEW HIGH ST	LOS ANGELES, CA 90012
LA BRISKET	736 N BROADWAY	LOS ANGELES, CA 90012
THE LITTLE JEWEL OF NEW ORLEANS	207 ORD ST	LOS ANGELES, CA 90012
ABC SEAFOOD RESTAURANT	205 ORD ST	LOS ANGELES, CA 90012
SHANG LEE FRESH POULTRY CORPORATION	711 N SPRING ST	LOS ANGELES, CA 90012
LONGS FAMILY PASTRY	715 N SPRING ST	LOS ANGELES, CA 90012
WON KOK RESTAURANT	210 ALPINE ST	LOS ANGELES, CA 90012
CBS SEAFOOD	700 N SPRING ST	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 101	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 102	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 103	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 104	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 105	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 106	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 107	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 108	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 109	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 110	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 111	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 112	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 113	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 114	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 115	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 116	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 201	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 202	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 203	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 204	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 205	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 206	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 207	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 208	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 209	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 210	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 211	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	808 N SPRING ST 212	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 213	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 214	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 215	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 216	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 301	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 302	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 303	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 304	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 305	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 306	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 307	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 308	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 309	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 310	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 311	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 312	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 313	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 314	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 315	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 316	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 401	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 402	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 403	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 404	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 405	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 406	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 407	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 408	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 409	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 410	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 411	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 412	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 413	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 414	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 415	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 416	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 501	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 502	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 503	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 504	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 505	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 506	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 507	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 508	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	808 N SPRING ST 509	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 510	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 511	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 512	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 513	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 514	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 515	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 516	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 601	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 602	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 603	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 604	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 605	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 606	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 607	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 608	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 609	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 610	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 611	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 612	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 613	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 614	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 615	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 616	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 701	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 702	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 703	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 704	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 705	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 706	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 707	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 708	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 709	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 801	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 802	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 803	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 804	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 805	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 806	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 807	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 808	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 809	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 901	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 902	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 903	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	808 N SPRING ST 904	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 905	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 906	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 907	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 908	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 909	LOS ANGELES, CA 90012
OCCUPANT	808 N SPRING ST 90	LOS ANGELES, CA 90012
ANGIES BOUTIQUE	838 N BROADWAY	LOS ANGELES, CA 90012
JOYSMOKESHOP	838 N BROADWAY A	LOS ANGELES, CA 90012
MKC ACCOUNTING & INCOME TAX	840 N BROADWAY 202	LOS ANGELES, CA 90012
SHUN PHAT JEWELERY	812 N BROADWAY	LOS ANGELES, CA 90012
MAN CHEONG GINSENG CO	800 N BROADWAY	LOS ANGELES, CA 90012
PCT GINSENG & HERBS	810 N BROADWAY	LOS ANGELES, CA 90012
MY HOA FASHION	211 ALPINE ST	LOS ANGELES, CA 90012
SALATHAI RESTAURANT	211 ALPINE ST 8	LOS ANGELES, CA 90012
OCCUPANT	818 N BROADWAY 101	LOS ANGELES, CA 90012
OCCUPANT	818 N BROADWAY 102	LOS ANGELES, CA 90012
OCCUPANT	818 N BROADWAY 104	LOS ANGELES, CA 90012
OCCUPANT	818 N BROADWAY 106	LOS ANGELES, CA 90012
OCCUPANT	818 N BROADWAY 107	LOS ANGELES, CA 90012
OCCUPANT	818 N BROADWAY 108	LOS ANGELES, CA 90012
OCCUPANT	818 N BROADWAY 109	LOS ANGELES, CA 90012
OCCUPANT	818 N BROADWAY 110	LOS ANGELES, CA 90012
OCCUPANT	818 N BROADWAY 114	LOS ANGELES, CA 90012
ASIAN SERVICES	818 N BROADWAY 213A	LOS ANGELES, CA 90012
SAIGON DELI	832 N BROADWAY	LOS ANGELES, CA 90012
CHINA TOWN DELI	828 N BROADWAY 1	LOS ANGELES, CA 90012
BANK OF AMERICA FINANCIAL CENTER	850 N BROADWAY	LOS ANGELES, CA 90012
GOLDEN CROWN CO	861 N SPRING ST 231	LOS ANGELES, CA 90012
UV SUPPLIES	861 N SPRING ST 222	LOS ANGELES, CA 90012
ANONA IMPORTS	861 N SPRING ST	LOS ANGELES, CA 90012
OCCUPANT	861 N SPRING ST 209	LOS ANGELES, CA 90012
KIM PHUOC JEWELRY	801 N BROADWAY	LOS ANGELES, CA 90012
HONG KONG BBQ RESTAURANT	803 N BROADWAY	LOS ANGELES, CA 90012
QUEEN'S BAKERY	809 N BROADWAY	LOS ANGELES, CA 90012
WING WA HING GIFTS & ARTS CO	811 N BROADWAY	LOS ANGELES, CA 90012
YANG CHOW RESTAURANT	819 N BROADWAY	LOS ANGELES, CA 90012
HONG NING CO	827 N BROADWAY	LOS ANGELES, CA 90012
JU & WEI	833 N BROADWAY	LOS ANGELES, CA 90012
SEVEN FASHION	831 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	835 N BROADWAY	LOS ANGELES, CA 90012
COLUMBUS PHARMACY	861 N BROADWAY	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
TRIEU-VINH RESTAURANT	859 N BROADWAY	LOS ANGELES, CA 90012
JADETIME E GIFTS	857 N BROADWAY	LOS ANGELES, CA 90012
MC KENNA BOILER WORKS	1510 N SPRING ST	LOS ANGELES, CA 90012
MISSION SCHOOL TRANSPORTATION	201 SOTELLO ST	LOS ANGELES, CA 90012
CATHAY LA INC	1501 N MAIN ST	LOS ANGELES, CA 90012
BOK DTLA	1418 N SPRING ST	LOS ANGELES, CA 90012
LOS ANGELES CONSERVATION CORPS	1400 N SPRING ST	LOS ANGELES, CA 90012
LIVE NATION INC	1440 N SPRING ST	LOS ANGELES, CA 90012
SOLSTICE MEDICINE CO	215 W ANN ST	LOS ANGELES, CA 90012
DEPICT INC	1460 NAUD ST	LOS ANGELES, CA 90012
OCCUPANT	1401 S MAIN ST	LOS ANGELES, CA 90012
B M SPORTSWEAR	1405 S MAIN ST	LOS ANGELES, CA 90012
A & F DISTRIBUTING CORP	1457 N MAIN ST	LOS ANGELES, CA 90012
TRUE VISION ENTERTAINMENT STUDIOS	1421 N MAIN ST	LOS ANGELES, CA 90012
NICK'S CAFÉ	1300 N SPRING ST	LOS ANGELES, CA 90012
POSSIBLE, INC	126 W ELMYRA ST	LOS ANGELES, CA 90012
HIGHLAND PARK BREWERY	1220 N SPRING ST	LOS ANGELES, CA 90012
AIKIDO CENTER OF LOS ANGELES	1211 N MAIN ST	LOS ANGELES, CA 90012
LA TRADE CO	218 W ANN ST	LOS ANGELES, CA 90012
JADETIME E GIFTS	1005 N MAIN ST	LOS ANGELES, CA 90012
AMBER TRADING INC	1009 N MAIN ST	LOS ANGELES, CA 90012
HOMEBOY INDUSTRIES	130 BRUNO ST	LOS ANGELES, CA 90012
STARLIGHT BEAUTY SUPPLY CO	1028 N ALAMEDA ST	LOS ANGELES, CA 90012
UV SUPPLIES	960 N MAIN ST	LOS ANGELES, CA 90012
USPS ALAMEDA CARRIER ANNEX	1055 N VIGNES ST	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 101	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 102	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 103	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 104	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 105	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 106	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 107	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 108	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 109	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 110	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 111	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 112	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 113	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 114	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 115	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 116	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	880 N ALAMEDA ST 117	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 118	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 119	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 120	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 121	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 122	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 123	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 124	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 125	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 126	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 127	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 128	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 201	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 202	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 203	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 204	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 205	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 206	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 207	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 208	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 209	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 210	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 211	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 212	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 213	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 214	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 215	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 216	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 217	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 218	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 219	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 220	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 221	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 222	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 223	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 224	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 225	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 226	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 227	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 228	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 301	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 302	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 303	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 304	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 308	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	880 N ALAMEDA ST 306	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 307	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 308	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 309	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 310	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 311	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 312	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 313	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 314	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 315	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 316	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 317	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 318	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 319	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 320	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 321	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 322	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 323	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 324	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 325	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 326	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 327	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 328	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 401	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 402	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 403	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 404	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 405	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 406	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 407	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 408	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 409	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 410	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 411	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 412	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 413	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 414	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 415	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 416	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 417	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 418	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 419	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 420	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 421	LOS ANGELES, CA 90012
OCCUPANT	880 N ALAMEDA ST 422	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	880 N ALAMEDA ST 423	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 101	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 102	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 103	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 104	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 105	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 106	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 107	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 108	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 109	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 110	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 111	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 112	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 113	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 114	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 115	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 116	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 117	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 118	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 119	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 120	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 121	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 122	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 123	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 124	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 201	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 202	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 203	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 204	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 205	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 206	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 207	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 208	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 209	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 210	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 211	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 212	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 213	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 214	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 215	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 216	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 217	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 218	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 219	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 220	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	888 N ALAMEDA ST 221	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 222	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 223	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 224	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 225	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 226	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 227	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 228	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 229	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 230	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 231	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 232	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 233	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 234	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 235	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 236	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 237	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 238	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 239	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 240	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 241	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 242	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 243	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 301	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 302	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 303	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 304	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 305	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 306	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 307	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 308	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 309	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 310	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 311	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 312	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 313	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 314	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 315	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 316	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 317	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 318	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 319	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 320	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 321	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 322	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	888 N ALAMEDA ST 323	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 324	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 325	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 326	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 327	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 328	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 329	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 330	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 331	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 332	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 333	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 334	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 335	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 336	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 337	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 338	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 339	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 340	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 341	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 342	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 343	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 401	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 402	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 403	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 404	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 405	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 406	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 407	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 408	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 409	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 410	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 411	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 412	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 413	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 414	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 415	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 416	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 417	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 418	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 419	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 420	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 421	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 422	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 423	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 424	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	888 N ALAMEDA ST 425	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 426	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 427	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 428	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 429	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 430	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 431	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 432	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 433	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 434	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 435	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 436	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 437	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 438	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 439	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 440	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 441	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 442	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 443	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 525	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 526	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 527	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 528	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 529	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 530	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 531	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 532	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 533	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 534	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 535	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 536	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 537	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 538	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 539	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 540	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 541	LOS ANGELES, CA 90012
OCCUPANT	888 N ALAMEDA ST 542	LOS ANGELES, CA 90012
UNION STATION	800 N ALAMEDA ST	LOS ANGELES, CA 90012
THE ROYAL PAGODA MOTEL	995 N BROADWAY	LOS ANGELES, CA 90012
ANNA'S CLASSIC CUTS	993 N BROADWAY B	LOS ANGELES, CA 90012
DR THOMAS-NI N. HWEE	993 N BROADWAY	LOS ANGELES, CA 90012
FAR EAST NATIONAL BANK	977 N BROADWAY	LOS ANGELES, CA 90012
GOLDEN DRAGON PARADE	823 N HILL ST, 1ST FLR	LOS ANGELES, CA 90012
PHOENIX BAKERY	969 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	409 BAMBOO LN	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	408 BAMBOO LN	LOS ANGELES, CA 90012
DSR DESIGN INC	951 N BROADWAY	LOS ANGELES, CA 90012
PLUM TREE INN	913 N BROADWAY	LOS ANGELES, CA 90012
PHO BROADWAY	942 N BROADWAY 102	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 101	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 102	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 103	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 104	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 105	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 106	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 107	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 108	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 109	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 110	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 111	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 112	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 113	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 114	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 115	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 116	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 117	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 118	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 119	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 120	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 121	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 122	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 123	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 124	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 125	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 126	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 127	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 128	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 129	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 130	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 131	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 132	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 133	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 134	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 135	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 136	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 137	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 138	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 139	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 140	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 141	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	900 N BROADWAY 142	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 143	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 144	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 145	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 146	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 147	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 148	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 149	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 150	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 151	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 201	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 202	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 203	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 204	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 205	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 206	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 207	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 208	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 209	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 210	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 211	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 212	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 213	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 214	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 215	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 216	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 217	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 218	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 219	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 220	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 221	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 222	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 223	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 224	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 225	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 226	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 227	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 228	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 229	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 230	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 231	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 232	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 233	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 234	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 235	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	900 N BROADWAY 236	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 237	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 238	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 239	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 240	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 241	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 242	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 243	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 244	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 245	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 246	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 247	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 248	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 249	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 250	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 251	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 301	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 302	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 303	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 304	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 305	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 306	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 307	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 308	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 309	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 310	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 311	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 312	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 313	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 314	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 315	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 316	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 317	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 318	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 319	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 320	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 321	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 322	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 323	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 324	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 325	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 326	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 327	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 328	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 329	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	900 N BROADWAY 330	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 331	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 332	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 333	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 334	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 335	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 336	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 337	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 338	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 339	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 340	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 341	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 342	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 343	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 344	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 345	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 346	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 347	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 348	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 349	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 350	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 351	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 401	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 402	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 403	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 404	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 405	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 406	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 407	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 408	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 409	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 410	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 411	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 412	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 413	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 414	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 415	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 416	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 417	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 418	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 419	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 420	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 421	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 422	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 423	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	900 N BROADWAY 424	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 425	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 426	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 427	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 428	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 429	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 430	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 431	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 432	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 433	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 434	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 435	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 436	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 437	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 438	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 439	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 440	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 441	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 442	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 443	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 444	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 445	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 446	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 447	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 448	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 449	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 450	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 451	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 452	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 501	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 502	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 503	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 504	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 505	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 506	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 507	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 508	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 509	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 510	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 511	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 512	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 513	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 514	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 515	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 516	LOS ANGELES, CA 90012

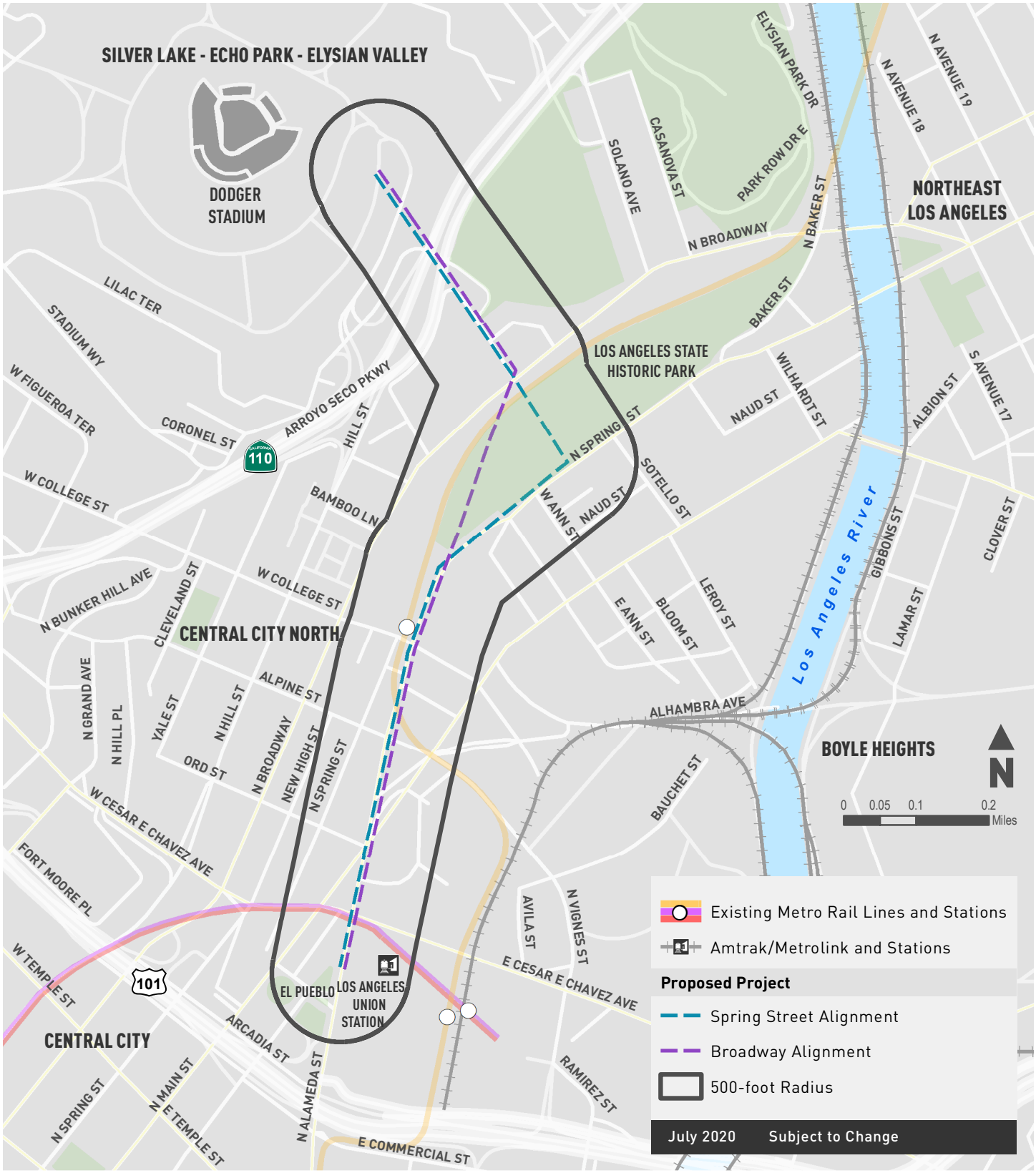
Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	900 N BROADWAY 517	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 518	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 519	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 520	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 521	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 522	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 523	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 524	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 525	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 526	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 527	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 528	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 529	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 530	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 531	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 532	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 533	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 534	LOS ANGELES, CA 90012
OCCUPANT	900 N BROADWAY 535	LOS ANGELES, CA 90012
OWSLA GOODS	1001 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	411 BERNARD ST	LOS ANGELES, CA 90012
OCCUPANT	415 BERNARD ST	LOS ANGELES, CA 90012
OCCUPANT	414 COTTAGE HOME ST	LOS ANGELES, CA 90012
OCCUPANT	414 1/2 COTTAGE HOME ST	LOS ANGELES, CA 90012
OCCUPANT	1016 DOYLE PL	LOS ANGELES, CA 90012
OCCUPANT	1016 1/2 DOYLE PL	LOS ANGELES, CA 90012
OCCUPANT	1018 DOYLE PL	LOS ANGELES, CA 90012
PHO 87	1019 N BROADWAY	LOS ANGELES, CA 90012
HUMAN RESOURCES LOS ANGELES	410 COTTAGE HOME ST	LOS ANGELES, CA 90012
MAKE ROOM LOS ANGELES	1035 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	415 COTTAGE HOME ST 1	LOS ANGELES, CA 90012
OCCUPANT	415 COTTAGE HOME ST 2	LOS ANGELES, CA 90012
OCCUPANT	415 COTTAGE HOME ST 3	LOS ANGELES, CA 90012
OCCUPANT	415 COTTAGE HOME ST 4	LOS ANGELES, CA 90012
OCCUPANT	415 COTTAGE HOME ST 5	LOS ANGELES, CA 90012
OCCUPANT	415 COTTAGE HOME ST 6	LOS ANGELES, CA 90012
OCCUPANT	445 COTTAGE HOME ST	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 1	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 2	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 3	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 4	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 5	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 6	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 6A	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	433 COTTAGE HOME ST 7	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 8	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 9	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 10	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 11	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 12	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 14	LOS ANGELES, CA 90012
OCCUPANT	433 COTTAGE HOME ST 15	LOS ANGELES, CA 90012
OCCUPANT	425 COTTAGE HOME ST 1	LOS ANGELES, CA 90012
OCCUPANT	425 COTTAGE HOME ST 2	LOS ANGELES, CA 90012
OCCUPANT	425 COTTAGE HOME ST 3	LOS ANGELES, CA 90012
OCCUPANT	425 COTTAGE HOME ST 4	LOS ANGELES, CA 90012
OCCUPANT	425 COTTAGE HOME ST 5	LOS ANGELES, CA 90012
OCCUPANT	419 COTTAGE HOME ST 1	LOS ANGELES, CA 90012
OCCUPANT	419 COTTAGE HOME ST 2	LOS ANGELES, CA 90012
OCCUPANT	419 COTTAGE HOME ST 3	LOS ANGELES, CA 90012
OCCUPANT	419 COTTAGE HOME ST 4	LOS ANGELES, CA 90012
OCCUPANT	427 COTTAGE HOME ST 1	LOS ANGELES, CA 90012
OCCUPANT	427 COTTAGE HOME ST 2	LOS ANGELES, CA 90012
OCCUPANT	427 COTTAGE HOME ST 3	LOS ANGELES, CA 90012
OCCUPANT	427 COTTAGE HOME ST 4	LOS ANGELES, CA 90012
OCCUPANT	427 COTTAGE HOME ST 5	LOS ANGELES, CA 90012
OCCUPANT	427 COTTAGE HOME ST 6	LOS ANGELES, CA 90012
OCCUPANT	427 COTTAGE HOME ST	LOS ANGELES, CA 90012
OCCUPANT	427 COTTAGE HOME ST	LOS ANGELES, CA 90012
OCCUPANT	427 COTTAGE HOME ST	LOS ANGELES, CA 90012
OCCUPANT	1201 N BROADWAY	LOS ANGELES, CA 90012
CATHEDRAL HIGH SCHOOL	1253 BISHOPS RD	LOS ANGELES, CA 90012
ST BRIDGET CHINESE CATHOLIC CHURCH	510 COTTAGE HOME ST	LOS ANGELES, CA 90012
CASA ITALIANA	1051 N BROADWAY	LOS ANGELES, CA 90012
ST PETER'S ITALIAN CATHOLIC CHURCH	1039 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	438 SAVOY ST 1	LOS ANGELES, CA 90012
OCCUPANT	438 SAVOY ST 2	LOS ANGELES, CA 90012
OCCUPANT	438 SAVOY ST 3	LOS ANGELES, CA 90012
OCCUPANT	438 SAVOY ST 4	LOS ANGELES, CA 90012
LI HING OF HONG KONG	1231 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	1039 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	455 SAVOY ST A	LOS ANGELES, CA 90012
OCCUPANT	455 SAVOY ST B	LOS ANGELES, CA 90012
OCCUPANT	455 SAVOY ST C	LOS ANGELES, CA 90012
OCCUPANT	455 SAVOY ST D	LOS ANGELES, CA 90012
OCCUPANT	455 SAVOY ST A	LOS ANGELES, CA 90012
OCCUPANT	455 SAVOY ST B	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	455 SAVOY ST C	LOS ANGELES, CA 90012
OCCUPANT	455 SAVOY ST D	LOS ANGELES, CA 90012
OCCUPANT	449 SAVOY ST	LOS ANGELES, CA 90012
OCCUPANT	441 SAVOY ST	LOS ANGELES, CA 90012
OCCUPANT	441 1/2 SAVOY ST	LOS ANGELES, CA 90012
OCCUPANT	439 SAVOY ST	LOS ANGELES, CA 90012
OCCUPANT	439 1/2 SAVOY ST	LOS ANGELES, CA 90012
OCCUPANT	443 SAVOY ST	LOS ANGELES, CA 90012
OCCUPANT	443 1/2 SAVOY ST	LOS ANGELES, CA 90012
OCCUPANT	419 SAVOY ST	LOS ANGELES, CA 90012
NUNOS USA AWNINGS	1301 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	1319 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	1319 1/2 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	1321 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	1321 1/2 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	1323 N BROADWAY	LOS ANGELES, CA 90012
HH HAIR	1327 N BROADWAY 101	LOS ANGELES, CA 90012
OCCUPANT	1327 N BROADWAY 102	LOS ANGELES, CA 90012
OCCUPANT	1327 N BROADWAY 103	LOS ANGELES, CA 90012
OCCUPANT	1327 N BROADWAY 104	LOS ANGELES, CA 90012
OCCUPANT	1327 N BROADWAY 105	LOS ANGELES, CA 90012
OCCUPANT	1327 N BROADWAY 201	LOS ANGELES, CA 90012
OCCUPANT	1327 N BROADWAY 202	LOS ANGELES, CA 90012
OCCUPANT	1327 N BROADWAY 203	LOS ANGELES, CA 90012
OCCUPANT	1327 N BROADWAY 204	LOS ANGELES, CA 90012
OCCUPANT	1327 N BROADWAY 205	LOS ANGELES, CA 90012
OCCUPANT	1327 N BROADWAY 206	LOS ANGELES, CA 90012
OCCUPANT	1327 N BROADWAY B	LOS ANGELES, CA 90012
OCCUPANT	1335 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	1337 N BROADWAY	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 101	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 102	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 103	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 104	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 105	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 106	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 107	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 108	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 109	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 110	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 201	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 202	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 203	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 204	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 205	LOS ANGELES, CA 90012

Owner/Occupant	ADDRESS	CITY, STATE, ZIP
OCCUPANT	1311 N BROADWAY 206	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 207	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 208	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 209	LOS ANGELES, CA 90012
OCCUPANT	1311 N BROADWAY 210	LOS ANGELES, CA 90012
MANDARIN PLAZA	970 N BROADWAY	LOS ANGELES, CA 90012
LATELY RESTAURANT	970 N BROADWAY 114	LOS ANGELES, CA 90012
SOUTH WILLARD	970 N BROADWAY 205	LOS ANGELES, CA 90012
SUMMIT WESTERN	970 N BROADWAY 220	LOS ANGELES, CA 90012
STEEP LA	970 N BROADWAY 112	LOS ANGELES, CA 90012
ECKHAUS LATTA	980 N BROADWAY	LOS ANGELES, CA 90012
CHINESE FRIENDS	984 N BROADWAY	LOS ANGELES, CA 90012

Proposed Project



Metro

500-Foot Radius Distribution

ATTACHMENT E

VIRTUAL OPEN HOUSE MATERIALS

WELCOME

PURPOSE OF THIS VIRTUAL OPEN HOUSE

Provide an introduction to the proposed Project

Provide an overview of the CEQA process and timeline

Accept **comments on the scope of the EIR** at Station 11

HOW CAN I COMMENT DURING THE SCOPING PERIOD?

Comments must be sent by 11:59 PM on November 16, 2020 via one of the following:

This Virtual Open House	Click a link at Station 11 and fill out a comment form
Email	LAART@metro.net
Mail	**Attention: Mr. Cory Zelmer** Deputy Executive Officer Metro One Gateway Plaza Mail Stop 99-22-6 Los Angeles, CA 90012

For More Information
Please visit metro.net/aerialrapidtransit,
or please call 213-418-3423

HOW TO PARTICIPATE

Use your mouse to "click and drag" the virtual room to rotate and view all materials. Click on the buttons above each poster/video for a full-screen view.

OPEN HOUSE ROAD MAP

Please make sure you view our welcome video and visit each of our 11 stations. Please provide your scoping comments at Station 11 by 11:59 PM on November 16, 2020, which is the close of the scoping period associated with the Notice of Preparation (NOP) for this project.

STATION 1 Welcome

STATION 2 How to Participate — YOU ARE HERE

STATION 3 Spanish Materials

STATION 4 Cantonese Materials

STATION 5 What is Aerial Rapid Transit?

STATION 6 Examples of Gondola Systems

STATION 7 Purpose of the Project

STATION 8 Project Overview

STATION 9 CEQA Process + Timeline

STATION 10 Environmental Topics to be Studied

STATION 11 Provide Your Scoping Comments

MATERIALES EN ESPAÑOL

Favor de acceder a los siguientes materiales en español:

- **Aviso de Preparación (NOP)**
- **Hoja informativa**
- **Grabación de la Reunión Virtual de Consulta Pública Bajo CEQA (estará disponible después de la reunión)**

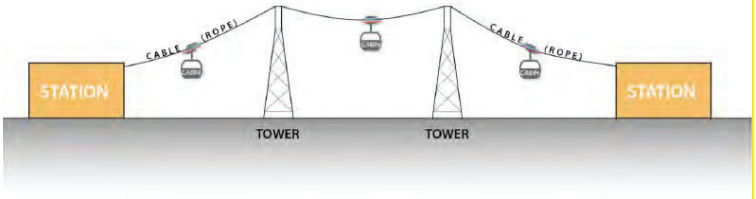
中文信息

請通過以下文件查詢中文信息：

- 編寫環境影響報告草稿通知 (NOP)
- 項目介紹
- 網上會議錄像（會議後更新）

WHAT IS AERIAL RAPID TRANSIT?

Aerial rapid transit (ART) is a proven, safe, sustainable, high capacity, and highly efficient form of transportation. 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. In an aerial transit system, cabins are suspended above grade by cables strung between stations and towers. The system is typically propelled by an electrically-powered motorized wheel. Modern applications have seen the evolution of aerial transit technology as a feasible mode of urban rapid transit.

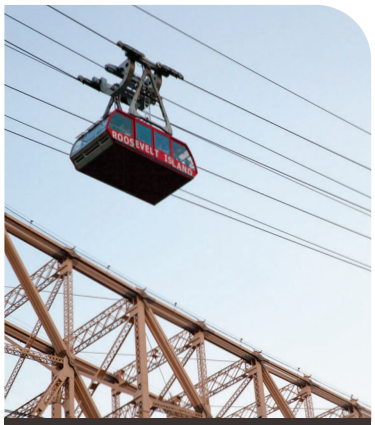


The cabins would allow for sitting or standing; would accommodate wheelchairs, baby strollers, and bicycles; and would be fully ADA compliant.

Each cabin would have a security camera on board with a feed to the control room as well as a “push to talk” button.

EXAMPLES OF GONDOLA SYSTEMS


Portland, Oregon



Roosevelt Island, New York


La Paz, Bolivia


Koblenz, Germany


Mexico City, Mexico


Lantau Island, Hong Kong


London, England

PURPOSE OF THE PROJECT

Los Angeles Aerial Rapid Transit Technologies LLC is proposing the Los Angeles Aerial Rapid Transit Project.

- Expand mobility options for transit riders through a direct connection between Los Angeles Union Station (LAUS) and Dodger Stadium, a regional event center, via an aerial gondola system.
- Provide a permanent transit connection to Dodger Stadium, serving all Dodger home games and events, increasing the percentage of Dodger game attendees who access from public transit connections at LAUS.
- Enhance connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS.
- Reduce greenhouse gas emissions and aid in improving air quality through the reduction of vehicle miles traveled and vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.
- LA ART has the potential to improve air quality and increase transit access for underserved communities and for state and City parks.
- Provide a proven, safe, quiet, sustainable, high capacity, and highly efficient form of transportation that would function as both a reliable rapid transit system and first/last mile connector.
- Provide an iconic new regional tourist destination that offers scenic views of Los Angeles.



PROJECT OVERVIEW

Project Location and Setting

City:
Los Angeles

Communities:
El Pueblo
Chinatown
Mission Junction
Elysian Park
Union Station
Solano Canyon

The proposed Project would generally be located within the public right-of-way, and would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. In connection with providing additional transit service adjacent to the Los Angeles State Historic Park, the proposed Project would fly over the Park and SR-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public facilities uses.

Project Description

- The Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders.
- The 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 passengers.
- The Project would have a maximum capacity of approximately 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes.
- Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.

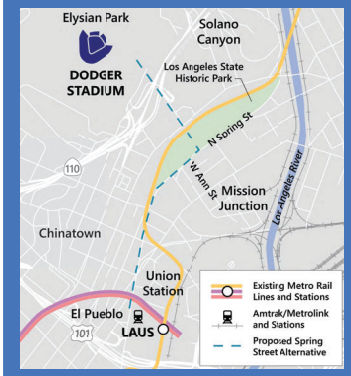
Proposed Route

The Project would generally be located in the public right-of-way and would commence adjacent to Union Station and El Pueblo following Alameda Street and Spring Street in a northeast direction, flying over the Los Angeles State Historic Park to Bishops Road and then flying over the SR-110 and terminating at Dodger Stadium.

Two potential alternatives for providing transit service adjacent to, and flying over the Los Angeles State Historic Park are being considered (Spring Street Alternative and the Broadway Alternative).

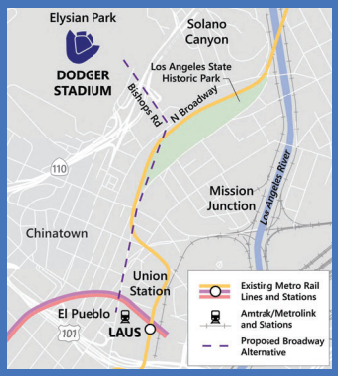
Two Potential Alternatives

Spring Street Alternative:



In the proposed Spring Street Alternative, near the intersection of Spring Street and Ann Street, the aerial gondola system would travel northwest with a Park Station on Spring Street and fly over the Los Angeles State Historic Park.

Broadway Alternative:



The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way and continue northwest to an intermediate station at the intersection of North Broadway and Bishops Road.

CEQA PROCESS + TIMELINE

CEQA OVERVIEW

Los Angeles Aerial Rapid Transit Technologies LLC is proposing the Los Angeles Aerial Rapid Transit Project (proposed Project). The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the proposed Project in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 5000–15387).

What is the Purpose of the EIR?

The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required.

Notice of Preparation
October 1, 2020

WE ARE HERE

Public Scoping Period
October 1, 2020 – November 16, 2020

Virtual Open House
October 1, 2020 – November 16, 2020

Virtual Scoping Meeting
October 22, 2020

Distribute Draft EIR + Notice of Availability (NOA)

Public Review Period

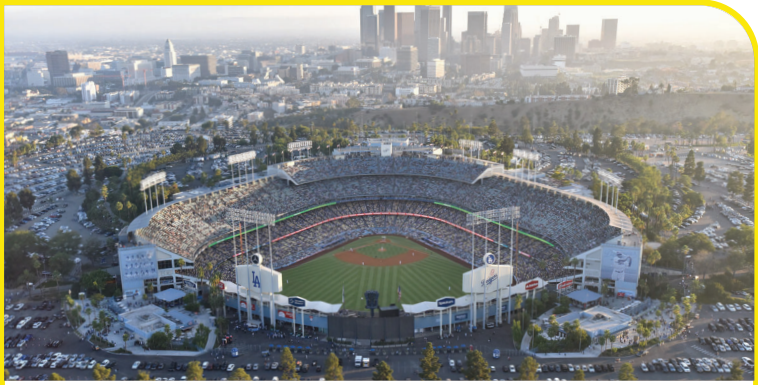
Draft EIR Public Meeting

Prepare Final EIR

Final EIR Certification and Project of Approval

File Notice of Determination (NOD)

ENVIRONMENTAL TOPICS TO BE STUDIED



The purpose of the Draft EIR is to disclose the impacts of the proposed Project on the environment. The Draft EIR will address all environmental topics listed in Appendix G of the CEQA Guidelines, as listed below.

- Aesthetics
- Agriculture and forestry resources
- Air quality
- Biological resources
- Cultural and historic resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Transportation
- Tribal cultural resources
- Utilities and service systems
- Wildfire



LA ART VIRTUAL OPEN HOUSE
FACT SHEETS

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

LOS ANGELES AERIAL RAPID TRANSIT PROJECT

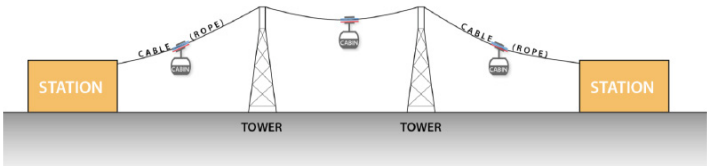
A Project Proposed by Los Angeles Aerial Rapid Transit Technologies LLC



Los Angeles 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 via an aerial gondola system in downtown Los Angeles. Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of an Environmental Impact Report (EIR) to evaluate the potential environmental effects associated with construction and operation of the Los Angeles Aerial Rapid Transit Project.

WHAT IS AERIAL RAPID TRANSIT?

Aerial rapid transit (ART) is a proven, safe, sustainable, high capacity, and highly efficient form of transportation. 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 passengers. In an aerial transit system, cabins are suspended above grade by cables strung between stations and towers. The system is typically propelled by an electrically-powered motorized wheel. Modern applications have seen the evolution of aerial transit technology as a feasible mode of urban rapid transit.

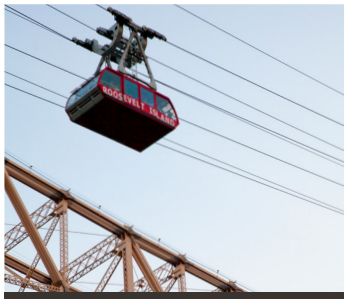


The cabins would allow for sitting or standing; would accommodate wheelchairs, baby strollers, and bicycles; and would be fully ADA compliant.

Each cabin would have a security camera on board with a feed to the control room as well as a "push to talk" button.

EXAMPLES OF GONDOLA SYSTEMS


Portland, Oregon


Roosevelt Island, New York


La Paz, Bolivia


Koblenz, Germany


Mexico City, Mexico


London, England


Lantau Island, Hong Kong

PROJECT OVERVIEW

Project Location and Setting

City: Los Angeles

Communities:

El Pueblo
Chinatown
Mission Junction
Elysian Park
Union Station
Solano Canyon

The proposed Project would generally be located within the public right-of-way, and would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. In connection with providing additional transit service adjacent to the Los Angeles State Historic Park, the proposed Project would fly over the Park and SR-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public facilities uses.

Project Description

- The Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders.
- The 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 passengers.
- The Project would have a maximum capacity of approximately 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes.
- Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.

PURPOSE OF THE PROJECT

Expand mobility options for transit riders through a direct connection between LAUS and Dodger Stadium, a regional event center, via an aerial gondola system.

Provide a permanent transit connection to Dodger Stadium, serving all Dodger home games and events, increasing the percentage of Dodger game attendees who access from public transit connections at LAUS.

Enhance connectivity for the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS.

Reduce greenhouse gas emissions and aid in improving air quality through the reduction of vehicle miles traveled and vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

LA ART has the potential to improve air quality and increase transit access for underserved communities and for state and City parks.

Provide a proven, safe, quiet, sustainable, high capacity, and highly efficient form of transportation that would function as both a reliable rapid transit system and first/last mile connector.

Provide an iconic new regional tourist destination that offers scenic views of Los Angeles.

HOW TO PARTICIPATE IN PUBLIC SCOPING

How to Comment

October 1 to November 16, 2020

Comments must be submitted by 11:59 pm on November 16, 2020, via any of the following:

VIRTUAL OPEN HOUSE

LAARTvirtualopenhouse.org

EMAIL

LAART@metro.net

MAIL

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

Learn More at a Virtual Meeting

A Virtual Scoping Meeting will be held on October 22, 2020, from 6:00-8:00 pm.

Login information for the Virtual Scoping Meeting, as well as the Notice of Preparation, project information, and schedule updates, is available at metro.net/aerialrapidtransit. For ADA accommodations please call 213-418-3423.

相关中文信息， 点 以下 接
metro.net/aerialrapidtransit

Para obtener información en español, visite
metro.net/aerialrapidtransit

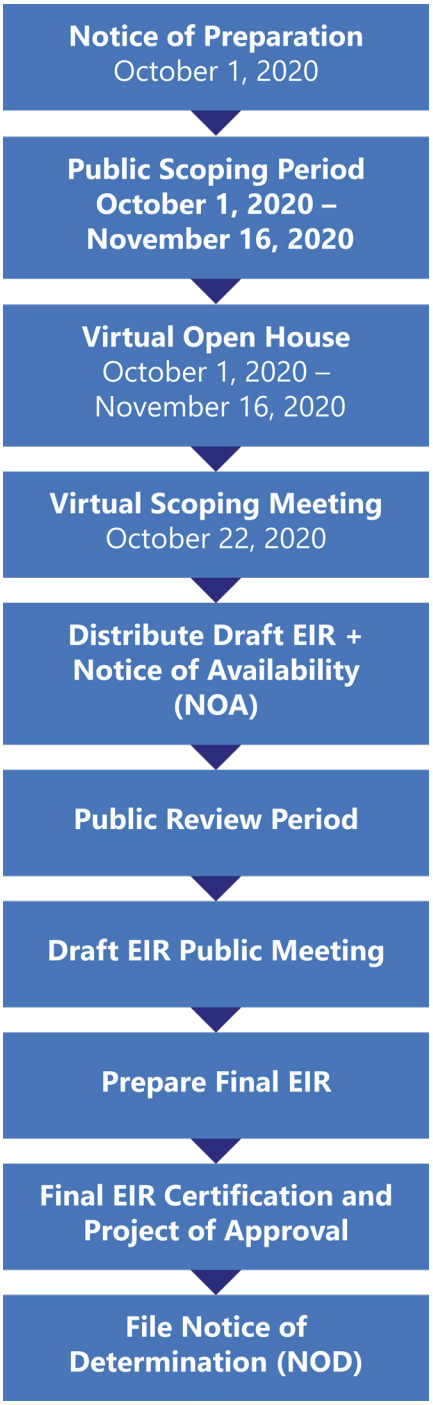
FOR MORE INFORMATION

Go to: metro.net/aerialrapidtransit

CEQA PROCESS + TIMELINE

What is the Purpose of the EIR?

The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required.



編制環境影響報告的通知

洛杉磯空中快速交通項目

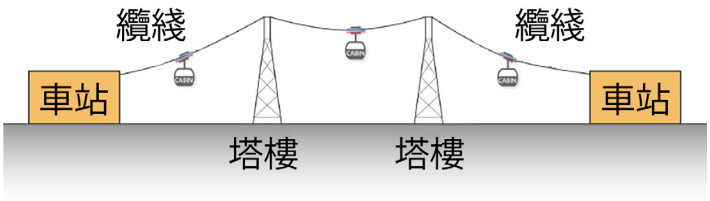
該項目由洛杉磯空中交通技術有限公司申請提交



洛杉磯空中快速交通技術有限責任公司目前申請實施洛杉磯空中快速交通項目。該項目將通過在洛杉磯市中心建設一套空中纜車系統連接洛杉磯聯合車站連和道奇體育場。 洛杉磯縣城市交通管理局（Metro）是主要領導機構，負責編寫環境影響報告（EIR），以評估與洛杉磯空中快速交通項目的建設和運營相關的潛在環境影響。

什麼是空中快速交通？

空中快速運輸（ART）是一種行之有效、安全、可持續、高容量和高效的交通方式。 空中纜車系統包括空中纜綫、客流車站、非客流接口，支撐纜綫的塔樓和承載客流的纜車艙。 在空中交通系統中，客艙通過車站和塔架之間的電纜懸掛在空中，該系統通常由電動機輪驅動。現代應用技術已經將空中運輸系統的發展視為城市快速交通的一種可行模式。



纜車艙中乘客可以坐著或站立，艙內可以容納輪椅，嬰兒推車和自行車，並將完全符合ADA要求（無障礙通行標準）。

每個纜車艙內將配備安全攝像頭，其信號將直接送入控制室，艙內附有“一鍵通”按鈕，允許乘客與控制室隨時溝通。

全球空中纜車案例


俄勒岡州，波特蘭


羅斯福島，紐約


玻利維亞，拉巴斯


科布倫茨，德國


墨西哥城，墨西哥


大嶼山，香港


倫敦，英國

項目概況

項目位置和設置

城市：洛杉磯

社區：

El Pueblo
Chinatown
Mission Junction
Elysian Park
Union Station
Solano Canyon

該項目將位於城市公共使用空間以內，並且為洛杉磯州立歷史公園周邊區域提供額外的公交服務，該系統將飛跨公園和道奇體育場附近的SR-110。該系統周邊的土地使用包括高密度和中密度的住宅、商業、零售、公共機構，以及與交通相關的基礎設施（公路和鐵路）、公園、開放空間以和共設施用途。

項目介紹

- 該項目將通過空中纜車系統將洛杉磯聯合車站（LAUS）連接到道奇體育場，從而減少交通擁堵，並為過境乘客提供更多的公共交通出行選擇。
- 空中纜車系統將包括空中纜綫，乘客站，非乘客設施，用於支撐站點/樞紐之間的空中纜綫的塔樓，以及承載乘客的纜車艙。
- 該項目每小時每個方向的最大載客量約為5500人，從LAUS到道奇體育場所需時間約為6到7分鐘。
- 該項目所帶來的公共利益包括建設連接北百老彙和洛杉磯國家歷史公園之間的一座新的人行天橋。

項目目的

為公衆提供更多可選擇的出行方式，通過現代化空中纜車系統連通LAUS和作爲重要區域活動中心的道奇體育場（Dodger Stadium）。

為道奇體育場建立永久的公交連接，為所有道奇主場比賽和賽事提供服務。增加通過公交系統進入的道奇體育場來訪者的比例，尤其是通過LAUS中轉的乘客。

增強與周邊社區的連通，更好的連接洛杉磯州立歷史公園、愛麗舍公園和LAUS區快速發展的公共交通系統 。

減少溫室氣體排放並幫助改善空氣質量。在比賽和大型活動期間，減少道奇體育場周邊、鄰里街道、城市主幹道和高速公路上的機動車出行數量和車輛擁堵等情況的出現。

洛杉磯空中快速交通系統有望幫助改善空氣質量，並為服務欠缺的社區，以及州立和城市公園增加公共交通。

提供一種行之有效、安全、安靜、可持續、高容量和高效的公交出行方式，既可作為可靠的快速公交系統，又可解決初始和最後一英里的公交連通需求。

提供標誌性的城市旅遊項目，可從高空欣賞洛杉磯的特殊風貌。

如何參與公眾建議收集

如何提交建議

2020年10月1日至11月16日

建議必須在2020年11月16日晚上11:59之前通過以下任一方式提交：

網上開放日

LAARTvirtualopenhouse.org

電子郵件

LAART@metro.net

普通郵件

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

通過網絡會議了解更多信息

網絡會議將於2020年10月22日下午6：00-8：00舉行

具體網絡會議登錄信息，以及公衆通知、項目信息和時間表更新，請訪問：
metro.net/aerialrapidtransit.
如需要無障礙聯係，請致電213-418-3423。

相關項目信息，請點擊鏈接
metro.net/aerialrapidtransit

Para obtener información en español, visite
metro.net/aerialrapidtransit

相關信息，請點擊以下鏈接

查詢更多的信息，請登錄
metro.net/aerialrapidtransit

CEQA流程+時間表

EIR的目的是什麼？

環境影響報告的目的是評估實施該項目過程中潛在的環境影響，並按照要求提供緩解措施。

準備通知
2020年10月1日

↓

收集公共建議期間
2020年10月1日-
2020年11月16日

↓

網上開放日
2020年10月1日-
2020年11月16日

↓

網上項目討論會議
2020年10月22日

↓

提交EIR草案 +
可用性通知
（NOA）

↓

公衆查閱期

↓

EIR草案公開會議

↓

準備最終EIR

↓

最終EIR認證和項目批准

↓

裁定文件通知（NOD）

AVISO DE PREPARACIÓN DE UN REPORTE DE IMPACTO AMBIENTAL

PROYECTO DE TRANSPORTE AÉREO RÁPIDO EN LOS ÁNGELES

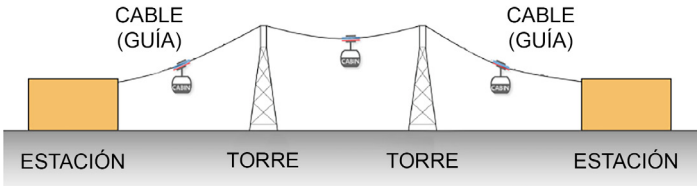
Un Proyecto Propuesto por Los Angeles Aerial Rapid Transit Technologies LLC



Los Angeles Aerial Rapid Transit Technologies LLC propone el Proyecto de Transporte Aéreo Rápido de Los Ángeles, que conectaría Los Angeles Union Station con el área del Dodger Stadium a través de un sistema de góndola aérea en el centro de Los Ángeles. La Autoridad de Transporte Metropolitano del Condado de Los Ángeles (Metro) es la agencia que encabeza la preparación del Reporte de Impacto Ambiental (EIR, por sus siglas en inglés) para evaluar los potenciales efectos ambientales asociados a la construcción y operación Proyecto de Transporte Aéreo Rápido de Los Ángeles.

¿QUÉ ES EL TRANSPORTE AÉREO RÁPIDO?

El transporte aéreo rápido (ART, por sus siglas en inglés) es un medio de transporte probado, seguro, sustentable, de alta capacidad, y altamente eficiente. El sistema de góndola área propuesto incluiría cables aéreos, estaciones de pasajeros, una intersección sin pasajeros, torres de soporte para cables entre las estaciones/intersección, y cabinas del teleférico para los pasajeros. En un sistema de transporte aéreo, las cabinas están suspendidas en el aire por cables conectados entre estaciones y torres. El sistema es generalmente impulsado por un rotor eléctrico motorizado. Aplicaciones modernas han permitido la evolución de la tecnología de transporte aéreo hacia un método viable de transporte urbano rápido.

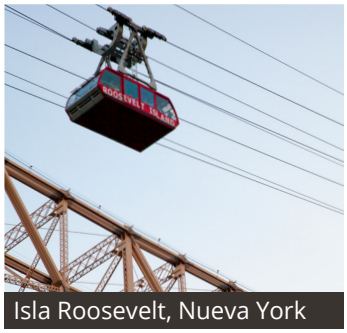


Las cabinas permitirían sentarse o pararse; serían compatibles con sillas de ruedas, carriolas y bicicletas; y funcionarían conforme a la Ley de Americanos con Discapacidades (ADA, por sus siglas en inglés).

Cada cabina contaría con una cámara de seguridad abordo con acceso desde el cuarto de control además de un botón de comunicación "presione para hablar".

EJEMPLOS DE SISTEMAS DE TELEFÉRICO


Portland, Oregon


Isla Roosevelt, Nueva York


La Paz, Bolivia


Koblenz, Alemania


Ciudad de México, México


Isla Lantau, Hong Kong


Londres, Inglaterra

VISIÓN DEL PROYECTO

Ubicación del Proyecto y Configuración

Ciudad: Los Ángeles

Comunidades:

El Pueblo
Chinatown
Mission Junction
Elysian Park
Union Station
Solano Canyon

El Proyecto propuesto estaría ubicado dentro del derecho de paso público y viajaría generalmente sobre Alameda Street, Spring Street, y Bishops Road desde LAUS hasta el Dodger Stadium. Además de proveer un servicio adicional de transporte hacia Los Angeles State Historic Park, el Proyecto propuesto pasaría sobre el Parque y la SR-110 cerca del Dodger Stadium. El uso de suelo de los alrededores incluye alta y mediana densidad residencial, comercial, de negocio, institucional, infraestructura del transporte (caminos y ferrocarril), parques y áreas abiertas, y uso de servicios públicos.

Descripción del Proyecto

- El Proyecto conectaría Los Angeles Union Station (LAUS, por sus siglas en inglés) con el área del Dodger Stadium a través de un sistema de góndola aérea, reduciendo la congestión de tráfico y expandiendo las opciones de movilidad para los usuarios de transporte público.
- El sistema de góndola área propuesto incluiría cables aéreos, estaciones de pasajeros, una intersección sin pasajeros, torres de soporte para cables entre las estaciones/intersección, y cabinas del teleférico para los pasajeros.
- El Proyecto tendría una capacidad máxima de aproximadamente 5,500 personas por hora, y el tiempo aproximado de viaje desde LAUS al Dodger Stadium sería de seis a siete minutos.
- Los beneficios públicos considerados para el Proyecto propuesto incluyen el apoyo para la instalación de un puente peatonal entre North Broadway y Los Angeles State Historic Park.

PROPÓSITO DEL PROYECTO

Expandir las opciones de movilidad para los usuarios de transporte público a través de una conexión directa entre la LAUS y el Dodger Stadium, un centro regional de eventos, vía un sistema de góndola aérea.

Proveer una conexión de transporte permanente al Dodger Stadium, para asistir a juegos locales de los Dodgers y otros eventos, incrementando el porcentaje de asistentes a juegos de los Dodgers que usen las conexiones de trasporte público desde la LAUS.

Mejorar la conectividad de las comunidades cercanas conectando Los Angeles State Historic Park, Elysian Park, y el sistema regional de transporte en LAUS que está creciendo rápidamente.

Reducir las emisiones de gases de efecto invernadero y ayudar a mejorar la calidad de aire a través de la reducción de millas viajas por vehículo y la congestión vehicular dentro y alrededor del Dodger Stadium, calles, avenidas, y freeways del área durante días de juego y eventos especiales.

El LA ART tiene el potencial de mejorar la calidad de aire e incrementar el acceso a transporte en comunidades con servicios de transporte limitados y parques estatales y de la Ciudad.

Proveer un medio de transporte probado, seguro, silencioso, sustentable, de alta capacidad, y altamente eficiente que funcionaría tanto como un sistema de transporte rápido confiable, así como un primer/último conector de milla.

Proveer un nuevo destino turístico icónico que ofrece vistas panorámicas de Los Ángeles.

COMO PARTICIPAR EN LA CONSULTA PÚBLICA BAJO CEQA

¿Cómo puede someter sus comentarios?

Octubre 1 a noviembre 16 del 2020

Comentarios deberán de ser sometidos a más tardar a las 11:59 pm del 16 de noviembre del 2020, usando cualquiera de los siguientes métodos:

JORNADA VIRTUAL DE PUERTAS ABIERTAS

LAARTvirtualopenhouse.org

CORREO ELECTRÓNICO

LAART@metro.net

CORREO

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

Aprenda más en la Reunión Virtual

Una reunión virtual de participación pública se llevará a cabo el 22 de octubre del 2020, de las 6:00 a las 8:00 pm.

Información de acceso para la Reunión Virtual de Participación Pública, además del Aviso de Preparación, información del Proyecto, y actualizaciones del calendario, están disponibles en metro.net/aerialrapidtransit. Para asistencia relacionada con ADA, por favor llame al 213-418-3423.

相关中文信息， 点 以下 接
metro.net/aerialrapidtransit

For information in English, visit
metro.net/aerialrapidtransit

PARA MÁS INFORMACIÓN

Visite: metro.net/aerialrapidtransit

PROCESO CEQA + CALENDARIO

¿Cuál es el propósito del EIR?

El propósito del borrador del EIR es el de evaluar el potencial de impactos ambientales asociados a la implementación del Proyecto propuesto, y establecer las medidas de mitigación si son requeridas.

Aviso de Preparación
octubre 1, 2020

Período de Consulta Pública Bajo CEQA
octubre 1, 2020 – noviembre 16, 2020

Jornada Virtual de Puertas Abiertas
octubre 1, 2020 – noviembre 16, 2020

Reunión Virtual de Consulta Pública Bajo CEQA
octubre 22, 2020

Distribución del Borrador del EIR + Aviso de Disponibilidad (NOA)

Periodo de Revisión Pública

Reunión Pública Sobre Borrador del EIR

Preparación del EIR Final

Certificación Final del EIR Y Aprobación del Proyecto

Declaración de Aviso de Determinación (NOD)

ATTACHMENT F

VIRTUAL SCOPING MEETING COMMENTS

- Written

- Meeting Transcript of Oral Comments

- Q&A Box

AGENCIES

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:53 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Letter from El Pueblo Department [LAART] [ref:_00Df42UDS._5005GZuXIL:ref]
Attachments: ElPueblo_LAART_Letter_111620_pdf.html

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Edgar Garcia [edgar.garcia@lacity.org]
Sent: 11/16/2020, 4:49 PM
To: laart@metro.net
Cc: arturo.chavez@lacity.org
Subject: Letter from El Pueblo Department [LAART]

To Cory Zelmer,

On behalf of El Pueblo General Manager Arturo Chavez and myself as Assistant General Manager, please see attached a comment letter as part of the NOP for the LAART DEIR.

Feel free to reach out to us at any point.

Thanks again,

Edgar Garcia
Assistant General Manager
323-377-6634

ref:_00Df42UDS._5005GZuXIL:ref

CITY OF LOS ANGELES
CALIFORNIA

BOARD OF COMMISSIONERS

DAVID W. LOUIE
PRESIDENT

PATRICIA ALARCON
VICE PRESIDENT

GERLIE COLLADO
SALVATORE DICOSTANZO
FABIAN GARCIA
JESSE MAREZ
NATALIE SAMARJIAN
AARON THOMAS

ERIC GARCETTI
MAYOR

EL PUEBLO DE LOS ANGELES HISTORICAL MONUMENT

ARTURO CHAVEZ
General Manager

125 PASEO DE LA PLAZA, SUITE 300
LOS ANGELES, CA 90012

TEL: (213) 485-6855
TDD: (213) 473-5535
FAX: (213) 485-8238

11-13-2020

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

Mr. Cory Zelmer,

On behalf of the El Pueblo de Los Angeles Historical Monument Authority Department ("El Pueblo"), thank you for the opportunity to provide comments as part of the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project (LAART). Apart from its role as lead agency in preparation of the Environmental Impact Report (EIR), the Los Angeles County Metropolitan Transportation Authority (Metro) continues to be an important partner for El Pueblo owing to our shared civic objectives and our close proximity to Los Angeles Union Station.

The El Pueblo City Department was created by the enactment of Ordinance No. 167902 in 1992 and is charged with the powers, duties and functions relative to the operation, management, maintenance and control of the historic 22 acre site. Our mission statement is to "promote, safeguard, and preserve the City's birthplace and culturally diverse heritage through the effective management of its commercial and historical resources and events."

Centered around the Los Angeles Plaza, El Pueblo encompasses the oldest original settlement of *Nuestra Señora la Reina de los Ángeles* as founded in 1781 by forty-four settlers from present-day northern Mexico. The district serves as the historic and symbolic heart of the city, celebrating the diverse origin of the city's Native American, Spanish, African, Mexican, Anglo-American, Chinese, Italian, and French cultures as well as other communities spanning the early development of Los Angeles.

In 1972, the historic El Pueblo area was listed on the National Register of Historic Places as the *Los Angeles Plaza Historic District*. Today, the historic district encompasses 22 contributing buildings and sites from a total of 29 resources. Numerous buildings and sites are individually listed on the National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks as well as designated as Historic-

Cultural Monuments by the City of Los Angeles. As one of the oldest developed sections of the city, the general area of El Pueblo contains significant archeological resources, most notably a section of the late 18th century Zanja Madre, the city's first water conveyance system and possibly oldest surviving infrastructure in the city.

It should be noted that the El Pueblo Department manages a larger area beyond the National Register district boundaries to include park land, landscaped areas, automobile parking lots, and public right of ways. As stated earlier, we are also in close proximity to Los Angeles Union Station as well as the Los Angeles Civic Center, U.S. Highway 101, and private property.

On October 8, 2020, representatives from LAART provided a project presentation at a regularly scheduled public meeting of the El Pueblo Commission. As an informational item, no action was taken by the El Pueblo Commission. Questions from members of the Commission and the general public were taken with responses from the project representatives.

We welcome continued updates and presentations from project representatives as the project proceeds through the EIR process and commit to being in close contact with the lead agency and associated representatives. Based on early renderings and discussions, the sections of the El Pueblo grounds most closely in physical proximity to the proposed project development is along Alameda Street. This section of the El Pueblo is comprised of Placita de Dolores, Biscailuz Building, Plaza Substation, Avila Annex, Winery Building, along with associated sidewalks (including Zanja Madre interpretive pavers), parking spaces, and landscaping.

On behalf of El Pueblo, thank you so much for this opportunity to provide initial comments. You may also reach Assistant General Manager Edgar Garcia at edgar.garcia@lacity.org for continued discussions and communication.

Sincerely,

Arturo Chavez
General Manager

El Pueblo De Los Angeles Historical Monument
125 Paseo De La Plaza, Suite 300
Los Angeles CA 90012
(213) 485-8222
arturo.chavez@lacity.org

Cc: Office of Los Angeles Mayor Eric Garcetti
Office of Councilmember Kevin D. Leon, Council District 14

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
Marshall McKay
Wintun

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[**Vacant**]

COMMISSIONER
[**Vacant**]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

October 1, 2020

Governor's Office of Planning & Research
Oct 02 2020
STATE CLEARINGHOUSE

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

Re: 2020100007, Los Angeles Aerial Rapid Transit Project, Los Angeles County

Dear Mr. Zelmer:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources 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, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process 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. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).

2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.

3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:

- **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
- **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
- **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
- **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:29 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net; zelmerc@metro.net
Subject: [EXTERNAL] Caltrans District 7 Comment Letter - Los Angeles Aerial Rapid Transit Project - NOP - SCH# 2020100007 - GTS# 07-LA-2020-03382 [ref:_00Df42UDS._5005GYx8cD:ref]
Attachments: 07-LA-2020-03382 Los Angeles Aerial Rapid Transit Project - NOP - SIGNED_pdf.html

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Higgins, Anthony@DOT [anthony.higgins@dot.ca.gov]
Sent: 11/10/2020, 12:05 PM
To: laart@metro.net
Cc: state.clearinghouse@opr.ca.gov
Subject: Caltrans District 7 Comment Letter - Los Angeles Aerial Rapid Transit Project - NOP - SCH# 2020100007 - GTS# 07-LA-2020-03382

Greetings,

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

Los Angeles Aerial Rapid Transit Project – NOP
SCH# 2020100007
GTS# 07-LA-2020-03382

Best,

Anthony Higgins
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

ref:_00Df42UDS._5005GYx8cD:ref

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3571
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

November 10, 2020

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

RE: Los Angeles Aerial Rapid Transit Project – Notice of Preparation (NOP)
SCH# 2020100007
GTS# 07-LA-2020-03382
Vic. LA-110 PM 24.729

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 Los Angeles Union Station (LAUS), Los Angeles State Historic Park, Dodger Stadium, and Elysian Park via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders. The proposed route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. The proposed Project includes options for an intermediate station to provide additional transit service adjacent to the Los Angeles State Historic Park and the location where the proposed Project flies over portions of the Park (the Spring Street Alternative and Broadway Alternative). 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 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes. Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.

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

Based on the information provided, both the Spring Street and Broadway alternatives greatly enhance the transportation network and help Caltrans meet its statewide goals. Caltrans considers the following project elements to be especially important to creating an equitable addition to Los Angeles' transit network:

- A high-quality transit option for people walking and biking to and from Elysian Park and Los Angeles State Historic Park.

- A mobility hub at the Dodger Stadium station which greatly improves the accessibility to, from, and within Elysian Park.

- A high-capacity rapid transportation option for events and games at Dodger Stadium, which should significantly reduce noise and greenhouse gas emissions in the surrounding neighborhoods.

- A pedestrian bridge connecting North Broadway to Los Angeles Historic Park is critical to the project's success, as it will allow communities North and South of the Park to access the intermediate station regardless of which alignment is chosen.

Caltrans encourages projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, Draft California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.

Additionally, both the Spring Street and Broadway alternatives involve the direct aerial crossing of SR-110. As a result, the project will require extensive collaboration with Caltrans staff for various permits and design approvals. Caltrans looks forward to reviewing the forthcoming Draft Environmental Impact Report for additional project analysis as well as confirmation that the project will result in a net reduction in per capita VMT.

Finally, in the spirit of cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03382.

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

From: Zelmer, Cory <ZelmerC@metro.net>
Sent: Monday, November 9, 2020 8:34 AM
To: Kibriya, Fareeha <Fareeha.Kibriya@aecom.com>
Cc: Jusay, Anthony <JUSAYA@metro.net>
Subject: [EXTERNAL] FW: LA Art

FYI- see attached

From: Rojas O'Shea, Cheryl@CalSTA <Cheryl.Rojas.OShea@calsta.ca.gov>
Sent: Friday, November 6, 2020 1:00 PM
To: Washington, Phillip <WashingtonP@metro.net>
Cc: Rockwell, Holly <RockwellH@metro.net>; Zelmer, Cory <ZelmerC@metro.net>; Kim, David S@CalSTA <David.S.Kim@calsta.ca.gov>; Konove, Elissa@CalSTA <Elissa.Konove@calsta.ca.gov>; Edison, Chad R.@CalSTA <Chad.Edison@calsta.ca.gov>
Subject: LA Art

Good Afternoon Mr. Washington,

I am attaching a letter from Secretary Kim regarding the Los Angeles Aerial Rapid Transit (LA ART). The original letter will be mailed today.

Thank you.

Cheryl Rojas O'Shea
Administrative Assistant
Secretary David Kim
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

CalSTA
CALIFORNIA STATE TRANSPORTATION AGENCY

CalSTA
CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom
Governor

David S. Kim
Secretary

915 Capitol Mall, Suite 350B
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

November 6, 2020

Mr. Philip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Los Angeles Aerial Rapid Transit (LA ART)

Dear Mr. Washington: Phil

I have been briefed on the proposed aerial gondola project which would connect Union Station to one of the most popular and visited sports venues in the nation, Dodger Stadium and surrounding parks and communities. It is noteworthy that aerial transit has emerged as a meaningful and effective form of rapid transit in cities such as La Paz, Bolivia, Mexico City, Mexico, and here in the United States in New York (Roosevelt Island) and Portland, Oregon.

I look forward to seeing the project move through the environmental process. Angelenos have been at the forefront of reimagining a transit-oriented future and the LA ART has the potential to add another tool in the overall toolkit to reduce vehicle trips and help meet our state's critical greenhouse gas emission reduction goals. Should the proposed project become a reality, it also has the potential to benefit surrounding disadvantaged communities, especially if implemented with intermediate station options.

I applaud Metro's leadership in advancing innovative ideas and look forward to staying engaged as the project undergoes environmental review and public input.

Sincerely,

DAVID S. KIM
Secretary

cc: Holly Rockwell, LA Metro
Cory Zelmer, LA Metro

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 8:54 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net; zelmerc@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit Project - NOP/EIR [ref:_00Df42UDS._5005GZuRDc:ref]

FYI-The Metropolitan Water District of Southern California

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Marks,Alexander S [amarks@mwdh2o.com]
Sent: 11/16/2020, 7:05 AM
To: laart@metro.net
Cc: scarlson@mwdh2o.com; ddoesserich@mwdh2o.com; rdeleon@mwdh2o.com
Subject: Los Angeles Aerial Rapid Transit Project - NOP/EIR

Dear Mr. Zelmer –

The Metropolitan Water District of Southern California (Metropolitan) reviewed the attached notice of preparation of an environmental impact report for the Los Angeles County Metropolitan Transportation Authority's Los Angeles Aerial Rapid Transit Project (LAART) .

Metropolitan's headquarters office building is located adjacent to the southern boundary of Union Station, east of the First 5LA building, and north of the 101 Freeway. The approximately 522,682 square foot building consists of a 12-story high-rise tower with an attached five-story wing.

We have no comments on the LAART project at this time; however, please keep us on the notification list of the project's future milestones, including release of the draft environmental impact report.

Thank you,
Alex Marks

Alex Marks, AICP
Environmental Specialist
The Metropolitan Water District
(213) 217-7629



This communication, together with any attachments or embedded links, is for the sole use of the intended recipient(s) and may contain information that is confidential or legally protected. If you are not the intended recipient, you are hereby notified that any review, disclosure, copying, dissemination, distribution or use of this communication is strictly prohibited. If you have received this communication in error, please notify the sender immediately by return e-mail message and delete the original and all copies of the communication, along with any attachments or embedded links, from your system.

ref:_00Df42UDS._5005GZuRDc:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Thursday, November 12, 2020 1:32 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net; zelmerc@metro.net
Subject: [EXTERNAL] FW: CDFW comments on LA Aerial Rapid transit NOP [ref:_00Df42UDS._5005GYxA4N:ref]
Attachments: CDFW comments on LA Aerial Transit NOP_pdf.html

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Silva, Felicia@Wildlife [felicia.silva@wildlife.ca.gov]
Sent: 11/10/2020, 2:12 PM
To: laart@metro.net
Cc: victoria.tang@wildlife.ca.gov; andrew.valand@wildlife.ca.gov; state.clearinghouse@opr.ca.gov; ruby.kwan-davis@wildlife.ca.gov; susan.howell@wildlife.ca.gov; erinn.wilson-olgin@wildlife.ca.gov
Subject: CDFW comments on LA Aerial Rapid transit NOP

Good Afternoon Mr. Zelmer,

Please see the attached letter regarding CDFW's comments on the Los Angeles Aerial Rapid Transit Project Notice of Preparation for a Draft Environmental Impact Report for the Los Angeles County Metropolitan Transportation Authority. If you have any questions or concerns relating to this letter, please feel free to contact CDFW at your convenience. Thank you for the opportunity to comment and have a good day.

Regards,

Felicia Silva
Environmental Scientist | California Department of Fish and Wildlife
South Coast | Region 5 | Habitat Conservation Planning Program
4665 Lampson Ave, Suite C | Los Alamitos, CA 90720
Temporary office number (562) 292-8105 | Felicia.Silva@wildlife.ca.gov

ref:_00Df42UDS._5005GYxA4N:ref

DocuSign Envelope ID: 2B8E945E-E228-4F33-8F1C-AE95C3F8145E

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

November 9, 2020

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

Subject: Los Angeles Aerial Rapid Transit Project Notice of Preparation for a Draft Environmental Impact Report, Los Angeles County, SCH #2020100007

Dear Mr. Zelmer:

The California Department of Fish and Wildlife (CDFW) has reviewed the Notice of Preparation (NOP) Draft Environmental Impact Report (DEIR) for Los Angeles Aerial Rapid Transit Project (Project).

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

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 & G. 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.

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 & G. 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 & G. Code, § 2050 et seq.), or state-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 et seq.) authorization as provided by the applicable Fish and Game Code will be required.

DocuSign Envelope ID: 2B8E945E-E228-4F33-8F1C-AE95C3F8145E

Project Location: The proposed Project is located in the City of Los Angeles (City), within or adjacent to the communities of El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, and Elysian Park. The proposed Project would generally be located within the public right-of-way, would fly over Los Angeles State Historic Park, and State Route (SR)-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public use facilities.

Project Description and Objectives: The purpose of the proposed Project is to expand mobility options for transit riders through a permanent direct transit connection between Los Angeles Union Station (LAUS) and Dodger Stadium via an aerial gondola system. The proposed Project aims to reduce traffic congestion and associated greenhouse gas emissions during game and special event days. The proposed Project provides the potential to increase transit access for open space, parks, and the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. The proposed Project would function as a rapid transit system, a first/last mile connector, and a new regional tourist destination that offers scenic views of Los Angeles.

Comments and Recommendations

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

Specific Comments

1) Nesting Birds. Figures 2 and 3 of the Notice of Preparation shows the aerial gondola system traveling through some portion of Los Angeles State Historic Park, and adjacent to Solano Canyon and open space areas. CDFW is concerned that an increase in human presence and noise both during and post construction may impact avian species in these areas. Project activities occurring during the breeding season of nesting birds could result in the incidental loss of fertile eggs, or nestlings, or otherwise lead to nest abandonment in trees directly adjacent to the Project boundary. The Project could also lead to the loss of foraging habitat for sensitive bird species.

    a) CDFW recommends that measures be taken to avoid Project impacts to nesting birds. 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).

    b) Proposed Project activities including (but not limited to) staging and disturbances to native and nonnative vegetation, structures, and substrates should occur outside of the avian breeding season which generally runs from February 15 through August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs.

    c) If avoidance of the avian breeding season is not feasible, CDFW recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect

DocuSign Envelope ID: 2B8E945E-E228-4F33-8F1C-AE95C3F8145E

protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300-feet of the disturbance area, 500-feet for raptors, and 0.5 a mile for special status species. Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Changes (including reductions and increases) in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

d) CDFW recommends providing an analysis of the increased activity due to aerial gondola operation. Such an analysis should include the expected increase in aerial traffic along the alignment and the subsequent change in sound levels and frequency of noise relative to a no build alternative. The analysis should include forecasted changes in sound and seismic levels resulting from the long-term daily operation of the aerial line after construction has completed. Using these expected elevated levels of sound and vibration, further consideration should be given to potential impacts to nearby nesting bird species.

2) Bat Species. A review of California Natural Diversity Database (CNDDB) indicates occurrences of several bat species within the Project vicinity. These species include, western mastiff bat (*Eumops perotis californicus*), big free-tailed bat (*Nyctinomops macrotis*), hoary bat (*Lasiurus cinereus*), and pallid bat (*Antrozous pallidus*). The mastiff, free-tailed, and pallid bat species are all designated California Species of Special Concern. Despite the high diversity and sensitivity of bats in Southern California, numerous bat species are known to roost in trees and structures throughout Los Angeles County. Project disturbance activities from construction may impact trees, vegetation, and/or structures that may provide roosting or foraging habitat and therefore has the potential for the direct loss of bats. In addition, CDFW is concerned that an increase in human presence and noise post construction due to aerial gondola system operations may also disturb foraging and roosting habitat for bats in the area.

Bats are considered non-game mammals and are afforded protection by state law from take and/or harassment (Fish and Game Code, § 4150, California Code of Regulations, § 251.1). A DEIR should provide a thorough discussion of potential impacts to bats from construction and operation of the Project to adequately disclose potential impacts and to identify appropriate avoidance and mitigation measures. The DEIR should describe feasible measures which could minimize significant adverse impacts (CEQA Guidelines, §15126.4[a][1]). CDFW recommends providing an analysis of the increased activity due to aerial gondola operation (see Specific Comment 1d).

General Comments

1) Biological Baseline Assessment and Impact Analysis. CDFW recommends providing a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project area, with emphasis upon identifying endangered, threatened, sensitive, regionally and locally unique species, and sensitive habitats. Impact analysis will aid in determining any direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts, as referred in General Comment 3 and 4. CDFW recommends avoiding any sensitive natural communities found on or adjacent to the Project. CDFW also considers impacts to Species of Special Concern a significant

DocuSign Envelope ID: 2B8E945E-E228-4F33-8F1C-AE95C3F8145E

direct and cumulative adverse effect without implementing appropriate avoid and/or mitigation measures. The DEIR should include the following information:

a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region [CEQA Guidelines, § 15125(c)]. The DEIR should include measures to fully avoid and otherwise protect Sensitive Natural Communities from Project-related impacts. Project implementation may result in impacts to rare or endangered plants or plant communities that have been recorded adjacent to the Project vicinity. CDFW considers these communities as threatened habitats having both regional and local significance. Plant communities, alliances, and associations with a state-wide ranking (CDFWa, 2020) of S1, S2, S3 and S4 should be considered sensitive and declining at the local and regional level.

b) A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (CDFW, 2018);

c) Floristic, alliance- and/or association-based mapping and vegetation impact assessments conducted at the Project site and within the neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer, 2008). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions;

d) A complete, recent, assessment of the biological resources associated with each habitat type on site and within adjacent areas that could also be affected by the Project. CDFW's California Natural Diversity Data Base (CNDDB) in Sacramento should be contacted to obtain current information on any previously reported sensitive species and habitat. CDFW recommends that CNDDB Field Survey Forms (CDFWb, 2020) be completed and submitted to CNDDB to document survey results.

e) A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California Species of Special Concern and California Fully Protected Species (Fish & Game Code, §§ 3511, 4700, 5050 and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of the Project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the USFWS; and,

f) A recent, wildlife and rare plant survey. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if build out could occur over a protracted time frame, or in phases.

DocuSign Envelope ID: 2B8E945E-E228-4F33-8F1C-AE95C3F8145E

2) Project Description and Alternatives. To enable CDFW to adequately review and comment on the proposed Project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR:

   a) A complete discussion of the purpose and need for, and description of, the proposed Project, including all staging areas and access routes to the construction and staging areas; and,

   b) A range of feasible alternatives to Project component location and design features to ensure that alternatives to the proposed Project are fully considered and evaluated. The alternatives should avoid or otherwise minimize direct and indirect impacts to sensitive biological resources and wildlife movement areas.

3) CESA. CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation under CEQA. As to CESA, take of any endangered, threatened, candidate species, or State-listed rare plant species that results from the Project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085; Cal. Code Regs., tit. 14, § 786.9). Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, CDFW recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from CDFW may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options [Fish & Game Code, §§ 2080.1, 2081, subds. (b) and (c)]. Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an ITP unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.

4) Biological Direct, Indirect, and Cumulative Impacts. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR:

   a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address Project-related changes on drainage patterns and downstream of the Project site; the volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and, post-Project fate of runoff from the Project site. The discussion should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary and the potential resulting impacts on the habitat (if any) supported by the groundwater. Mitigation measures proposed to alleviate such Project impacts should be included;

   b) A discussion regarding indirect Project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian

DocuSign Envelope ID: 2B8E945E-E228-4F33-8F1C-AE95C3F8145E

ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan (NCCP, Fish & Game Code, § 2800 et. seq.). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR;

c) An analysis of impacts from land use designations and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR; and,

d) A cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

5) Compensatory Mitigation. The DEIR should include mitigation measures for adverse Project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement, financial assurance and dedicated to a qualified entity for long-term management and monitoring. Under Government Code section 65967, the lead agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or nonprofit organization to effectively manage and steward land, water, or natural resources on mitigation lands it approves.

6) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation are the processes of moving an individual from the Project site and permanently moving it to a new location. CDFW generally does not support the use of, translocation or transplantation as the primary mitigation strategy for unavoidable impacts to rare, threatened, or endangered plant or animal species. Studies have shown that these efforts are experimental and the outcome unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving sensitive plants and animals and their habitats.

7) Moving out of Harm's Way. To avoid direct mortality to wildlife that may be on site, CDFW recommends that a qualified biological monitor approved by CDFW be on site prior to and during ground activities to move out of harm's way any special status species or other wildlife of low mobility that would be injured or killed by grubbing or Project-related construction activities. It should be noted that the temporary relocation of on-site wildlife does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss. If the Project requires species to be removed, disturbed, or otherwise handled, we recommend that the DEIR clearly identify that the designated entity shall obtain all appropriate state and federal permits.

DocuSign Envelope ID: 2B8E945E-E228-4F33-8F1C-AE95C3F8145E

Conclusion

CDFW appreciates the opportunity to comment on the NOP to assist the City in identifying and mitigating Project impacts on biological resources. If you have any questions or comments regarding this letter, please contact Felicia Silva, Environmental Scientist, at (562) 430-0098 or by email at Felicia.Silva@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Erinn Wilson
B6E58CFE24724F5...

Erinn Wilson
Environmental Program Manager I

Ec: CDFW
Victoria Tang, Los Alamitos – Victoria.Tang@wildlife.ca.gov
Felicia Silva, Los Alamitos – Felicia.Silva@wildlife.ca.gov
Andrew Valand, Los Alamitos – Andrew.Valand@wildlife.ca.gov
Ruby Kwan-Davis, Los Alamitos – Ruby.Kwan-Davis@widlife.ca.gov
Susan Howell, San Diego – Susan.Howell@wildlife.ca.gov
CEQA Program Coordinator, Sacramento – CEQA@wildlife.ca.gov

State Clearinghouse, Sacramento – State.Clearinghouse@opr.ca.gov

References:

[CDFWa] California Department of Fish and Wildlife. 2020. Natural Communities. Accessed at: https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities#sensitive%20natural%20communities

[CDFWb] California Department of Fish and Wildlife. 2020. Submitting Data to the CNDDB. Accessed at: https://wildlife.ca.gov/Data/CNDDB/https://wildlife.ca.gov/Data/CNDDB/Submitting-Data

[CDFW] California Department of Fish and Wildlife. 2018. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities. Accessed at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 10, 2020 9:57 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: South Coast AQMD Staff NOP Comments for the Los Angeles Aerial Rapid Transit Project [ref:_00Df42UDS._5005GYx6mm:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Lijin Sun [lsun@aqmd.gov]
Sent: 11/10/2020, 9:34 AM
To: laart@metro.net
Subject: South Coast AQMD Staff NOP Comments for the Los Angeles Aerial Rapid Transit Project

Dear Mr. Zelmer,

Attached are South Coast AQMD staff's comments on the Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles Aerial Rapid Transit Project (South Coast AQMD Control Number: LAC201001-17). Please contact me if you have any questions regarding these comments.

Thank you,
Lijin Sun, J.D.
Program Supervisor, CEQA IGR
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Direct: (909) 396-3308
Fax: (909) 396-3324
**Please note that the building is closed to the public.*



ref:_00Df42UDS._5005GYx6mm:ref

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL: November 10, 2020
LAART@metro.net
Cory Zelmer, Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles Aerial Rapid Transit Project (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send a copy of the Draft EIR upon its completion and public release directly to South Coast AQMD as copies of the Draft EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website[1] as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod[2] land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds[3] and localized significance thresholds (LSTs)[4] to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road

[1] South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.
[2] CalEEMod is available free of charge at: www.caleemod.com.
[3] South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[4] South Coast AQMD's guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA ***operational*** thresholds to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment[5].

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook[1], South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan[6], and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy[7].

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC201001-17
Control Number

[5] South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.
[6] South Coast AQMD's 2016 Air Quality Management Plan can be found at: http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf (starting on page 86).
[7] Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:02 AM
To: Kibriya, Fareeha
Cc: zelmerc@metro.net; jusaya@metro.net
Subject: [EXTERNAL] California State Parks Response to NO [ref:_00Df42UDS._5005GZuXZM:ref]
Attachments: LA ART NOP Letter_FINAL_11162020_state of CA_pdf.html

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: West, Jerry@Parks [jerry.west@parks.ca.gov]
Sent: 11/16/2020, 6:30 PM
To: laart@metro.net
Subject: California State Parks Response to NOP

Mr. Zelmer,

Attached is California State Parks response to the NOP of the EIR for the LA ART project associated with Los Angeles State Historic Park.

Thank you,

Jerry West
District Superintendent
Angeles District
California State Parks
1925 Las Virgenes Rd
Calabasas, Ca 91302
Cell 310-699-3211

ref:_00Df42UDS._5005GZuXZM:ref

State of California • Natural Resources Agency
Gavin Newsom, *Governor*
DEPARTMENT OF PARKS AND RECREATION
Armando Quintero, *Director*
1925 Las Virgenes Rd. Calabasas, CA 91302

November 16, 2020

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

Re: Notice of Preparation (NOP) of a 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 Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit Project (Project). As you are aware, 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.

After almost 20 years in the making, Los Angeles State Historic Park (LASHP) held a grand opening in 2017 celebrating the new park, which provides the city and surrounding communities with much-needed public open space and iconic views of downtown, while also protecting valuable historic resources within the urban core of Los Angeles. We understand the intent of the project proponents is that the Project will likely 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. While State Parks generally supports efforts to achieve these types of environmental benefits, State Parks also recognizes that the Project will likely impact LASHP in ways that are not fully understood at this time.

The Project has two proposed alternative alignments, both of which interface with and pass over LASHP, presumably each with their respective supporting infrastructure, including towers, stations, and junctions. It will be important to evaluate these project elements in detail to determine the extent to which these planned improvements may negatively impact LASHP, including such things as its view shed, archaeological resources, character, and sense of place. To the extent negative impacts to LASHP may occur, State Parks will be interested in working collaboratively with the Project team to identify

appropriate mitigation measures needed to avoid, offset and/or reduce such impacts.

State Parks looks forward to working with the Project team to get more information about the project and to identify opportunities to avoid and/or mitigate any impacts to LASHP, while also achieving important environmental public benefits resulting from the Project.

Sincerely,

Jerry West

Jerry West
District Superintendent, Angeles District

ORGANIZATIONS

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 11:42 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net; zelmerc@metro.net
Subject: [EXTERNAL] FW: FW: LA ART - Gondola Project; Joint Comment Letter [ref:_00Df42UDS._5005GZuU7R:ref]
Attachments: LA Art - Gondola Project; Joint Comment Letter, 4838-4483-9634 v 1_pdf.html

FYI From Homeboy Industries and CA Endowment

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Sara Atsbaha [satsbaha@sheppardmullin.com]
Sent: 11/16/2020, 11:34 AM
To: laart@metro.net
Cc: afraijo@sheppardmullin.com; jmahramas@sheppardmullin.com
Subject: FW: LA ART - Gondola Project; Joint Comment Letter

Dear Mr. Zelmer,

Please find attached a joint comment letter on behalf of The California Endowment and Homeboy Industries in response to LA ART's proposed gondola project.

Thank you,

Sara Atsbaha
+1 213-617-4151 | direct
+1 916-207-1849 | cell
SAtsbaha@sheppardmullin.com | Bio

SheppardMullin
333 South Hope Street, 43rd Floor
Los Angeles, CA 90071-1422
+1 213-620-1780 | main
www.sheppardmullin.com | LinkedIn | Twitter

Attention: This message is sent by a law firm and may contain information that is privileged or confidential. If you received this transmission in error, please notify the sender by reply e-mail and delete the message and any attachments.

ref:_00Df42UDS._5005GZuU7R:ref

November 16, 2020

VIA ELECTRONIC MAIL

Phillip A. Washington
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012
E-Mail: LAART@Metro.net

Mayor Eric Garcetti
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

Re: Notice of Preparation (NOP) - Comment Letter for Los Angeles Aerial Rapid Transit Project

Dear Mr. Washington and Honorable Metro Board Chair, Mayor Garcetti:

The California Endowment ("TCE") and Homeboy Industries ("Homeboy") submit this comment letter to Metro as the lead agency for the Los Angeles Aerial Rapid Transit Project (the "Project" or "Gondola") to express our respectful opposition to the Project. As proposed, the Project does not appear to fundamentally reduce congestion, improve mobility to Dodger Stadium, or benefit working families in the region. Furthermore, the lack of transparency by the Project proponents to date raises serious alarms regarding their commitment to a robust participatory process for the public and organizations within the Project's sphere of influence. We strain to understand how this privately-funded project with a per-person ticket price of $30 meets any of Metro's stated objectives to increase transportation options for the millions of Angelinos who rely on Metro as a transportation lifeline, many of whom struggle with lower wages and income inequality.

We speak both as Metro's neighboring property owners and as non-profit organizations committed to the prosperity and equitable treatment of the people and communities that comprise our great City, County, and Los Angeles region. We know the benefit of having groups come together with a shared vision to create a transformative addition to the City of Los Angeles ("City"). We fear the proposed Project is on its own path towards quickly implementing a development that is detrimental to that shared vision and does not represent the needs of local residents, business owners, community stakeholders, or even Dodgers fans. Existing public transit between Union Station and Dodger Stadium via a zero-emission bus that is free to the public, is efficient, cost effective, does not impose additional burdens on the surrounding community, and is a beneficial alternative to the Project that should be explored and expanded. Based on currently available materials, the Project's anticipated benefits do not outweigh the burden to the public due to the likely displacement and congestion that a project of this scale would cause.

I. The Project Description Is Inconsistent with CEQA

The California Environmental Quality Act, Public Resources Code Section 21000 *et seq*. ("CEQA") requires a stable and consistent project description to facilitate public participation in the decision-making process. *County of Inyo v City of Los Angeles* (1977) 71 CA3d 185, 192. ("Only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost…"). As of the date of this letter, the route, location and specifications of Project infrastructure have not been made available to the public, preventing meaningful public discourse on Project impacts. Substantial questions about the Project and potential Project impacts remain unanswered. For example, we understand the Project has been represented by LA ART (the "Applicant") as benefitting all Angelenos and specifically reducing personal vehicle use during the baseball season— a period of approximately 6-7 months, which typically includes 100 home games at Dodger Stadium. However, there is nothing in the materials to account for the increase in traffic from personal vehicle use in and around the areas created by the Project or further traffic burdens to the surrounding neighborhood during the remaining 265 days of the year. We are deeply concerned that the Project has been designed and fast-tracked with no meaningful consideration for, or engagement with, the very community it is supposed to serve. Moreover, the Project would require significant use of public resources.

Equity and Community Impact

As proposed, the Project imposes a substantial burden on surrounding communities without providing any meaningful benefits to those communities. In addition, we have seen no efforts made to provide vital Project information to the public, such as the placement, height and dimensions of Gondola towers or to involve the community in determining whether the Gondola provides any benefit to the people whose neighborhoods will be directly impacted by this Project, such as Chinatown. We request that Metro and the Applicant disclose all Project details to the public, to be vetted with the community in advance of further Project review and to determine consistency with Metro's own action plan for community engagement and outreach protocol as described in the 2019 Public Participation Plan and Connect Us Action Plan. The detailed Project specifications should be reviewed by the public before, not after, the full project scope is disclosed through the publication of an Environmental Impact Report ("EIR"). CEQA requires that a project be analyzed with a static project description, which must be in place before commencing the required environmental analysis. Here, the Project's potential impacts demand a full disclosure of the project details for public consideration before commencing environmental review. The Project must be analyzed in the context of the local neighborhoods and the potential future expansion of important community-serving uses in the area.

Public Resources for Private Use

Additionally, the Project is attempting to address a supposed public transportation problem which has yet to be clearly identified, with a purported solution that is not even connected to the Metro system. While we recognize that there may be benefits in certain public/private partnerships, such relationships work best when the public entity remains firmly in control of ensuring its public purpose and not delegating its role to private projects that are designed to generate a profit. Metro's crucial transportation services to low-income households, and Black and Brown communities throughout Los Angeles are more critical now than ever. These services include

transportation to grocery stores, medical care facilities, employment centers for essential workers, and other necessities. Given the substantial need for public transportation and investment in public infrastructure, is now the right time for Metro to be expending limited resources managing environmental review for a private project that will serve no meaningful benefit to the broader public as a transportation alternative? Respectfully, we believe these limited resources may best be redirected towards the expansion of cost-effective bus and rail lines that serve LA's commuters.

Greater Transparency Is Needed

Despite multiple inquiries from stakeholders and the public, questions like these, and questions about the nature of Project itself remain unanswered. The Notice of Preparation ("NOP") was released on October 1, 2020 and a public scoping meeting was held on October 22, 2020 ("Scoping Meeting"). Documentation from these events and meetings with the Applicant and Metro failed to disclose crucial Project details to the public and the community most impacted by the Project. By not producing an Initial Study along with the NOP or releasing comprehensive Project details at the Scoping Meeting, the Applicant has further limited the ability of stakeholders to meaningfully engage in dialogue about the merits of the project and permit the Applicant to meet its legal obligation of soliciting meaningful input about the scale, scope and character of the development.

II. The Project In Relation to the Surrounding Neighborhoods

Metro and the Applicant have not provided sufficient information to the public to adequately evaluate potential impacts on surrounding neighborhoods. As proposed, the Project would transport riders between Union Station and Dodger Stadium in enclosed gondolas via a system of towers and cables that would move between passenger stations. The Project appears to include at least three passenger stations, at Union Station, Dodger Stadium, and the Los Angeles State Historic Park. Metro's Scoping Meeting materials state that the Project will provide game-day transportation capacity of between 10,000 and 12,000 fans, which could reduce up to 3,000 vehicle trips to Dodger stadium for each game.[1] Total capacity at Dodger Stadium is approximately 56,000 fans, including 16,000 parking spaces. Each individual gondola could accommodate 30-40 passengers per ride.[2] The Project would operate year-round, and also provide access to Elysian Park. The Project will bisect Alameda street and has been touted as a zero-emissions alternative mode of transportation that "could" reduce neighborhood and freeway congestion.[3] The total trip time, one-way, is estimated to take seven minutes over a one-mile distance.[4]

TCE, Homeboy and the communities along Alameda Street, between Union Station and the Los Angeles State Historic Park have deep roots in this area. The Project will negatively impact many current and proposed socially beneficial projects planned for the community, including Homeboy's proposed transitional housing project, TCE's existing Center for Healthy Communities conference center, and the proposed Hope Village area. TCE is invested in expanding access to affordable,

[1] Metro, *Scoping Meeting Presentation*, October 22, 2020, page 20.
[2] Metro, *Scoping Meeting Presentation*, October 22, 2020, page 22.
[3] Metro, *Scoping Meeting Presentation*, October 22, 2020, page 20.
[4] Metro, *Scoping Meeting Presentation*, October 22, 2020, page 23.

quality healthcare for underserved communities. TCE's goal is to create a future California that offers equitable healthcare services for all individuals. TCE believes in fostering a welcoming community where all individuals can learn and grow together. Under its Building Healthy Communities initiative, TCE has partnered with fourteen diverse communities across California to help expand opportunities to bolster neighborhood health. Through this endeavor, TCE has focused on community health through a variety of strategies, including the health of local schools, overall public health, environmental health and racial justice, and anti-displacement.

Since 1988, Homeboy Industries has provided support and training opportunities for formerly gang-involved and incarcerated men and women. Homeboy serves over 10,000 former gang members from across Los Angeles that constitute Homeboy's client base. Homeboy's clients are provided a variety of services, free of charge, including case management, mental health services, legal services, and education. Additionally, some clients participate in an 18-month employment program allowing them to successfully find a stable job. Homeboy Industries is at the Southeast corner of N. Alameda Street and Bruno Street adjacent to where the Project is proposed. Homeboy provides services to thousands of people every month at this location. By offering former gang members a place to work, Homeboy provides them with a safe and supportive environment to learn skills and support their families. Homeboy has also established the Global Homeboy Network, partnering with other organizations across the globe to bring job skills training, cost-free programs and services, and social enterprise employment to local neighborhoods.

The Project, without a comprehensive redesign, will be a significant barrier to both TCE and Homeboy's current operations and their ability to further expand their crucially important services to more people in Los Angeles County. Both TCE and Homeboy are already strategically planning for the future growth of these community service uses and programs and are acutely aware of how the Project impedes these expanded services.

TCE Center for Healthy Communities Campus Los Angeles

TCE's Building Healthy Communities Initiative is focused on empowering local communities to change the conditions, policies and practices that create racial, health and opportunity disparities in communities. TCE is partnered with fourteen communities across California to engage in place-based community change initiatives to build healthy and safe neighborhoods for children to grow up in. Much of this work is accomplished by creating spaces for collaboration by nonprofit service providers. The Center for Healthy Communities on Alameda is such a space.

TCE's Center for Healthy Communities campus has become an anchor pillar of the region's nonprofit community, annually hosting thousands of conference attendees to work on the wellness gaps in our community.[5] Every year TCE welcomes over 150,000 guests to its campus. For example during 2019, the Center for Healthy Communities Campus hosted an average of 8 conferences per day for community stakeholders such as the City of Los Angeles, the County of Los Angeles, and LA Metro. This includes over 500 Grantee conferences, 700 Government conferences, and 800 non-profit conferences annually. At TCE, we strive to continue to expand these programs and are actively planning on adding additional programming space, that will

[5] The California Endowment <https://www.calendow.org/the-center-for-healthy-communities/los-angeles/> (as of November 2, 2020).

increase our daily visitor count and help to complete the vision of the campus. Completing the TCE campus will foster the development of additional community leadership, civic engagement, and transitional housing support in the community. The California Endowment's Center for Healthy Communities represents opportunities for civic engagement and participation by the nonprofit sector in improving community well-being in the region. Completing the TCE campus is also complementary to the shared vision of a establishing a "Hope Village" for the further advancement of the community. Over the last several years, The Endowment has reached out to the City to discuss the possibility of using the triangle park immediately adjacent to TCE for the benefit of the community and has regularly supported its maintenance and upkeep. This park and adjacent street were anticipated to be part of the expanded TCE campus envisioned in the Hope Village project. Given the proximity of the Project along Alameda Street to the TCE campus, it would be a significant impediment to completing the campus and expanding these community service uses.

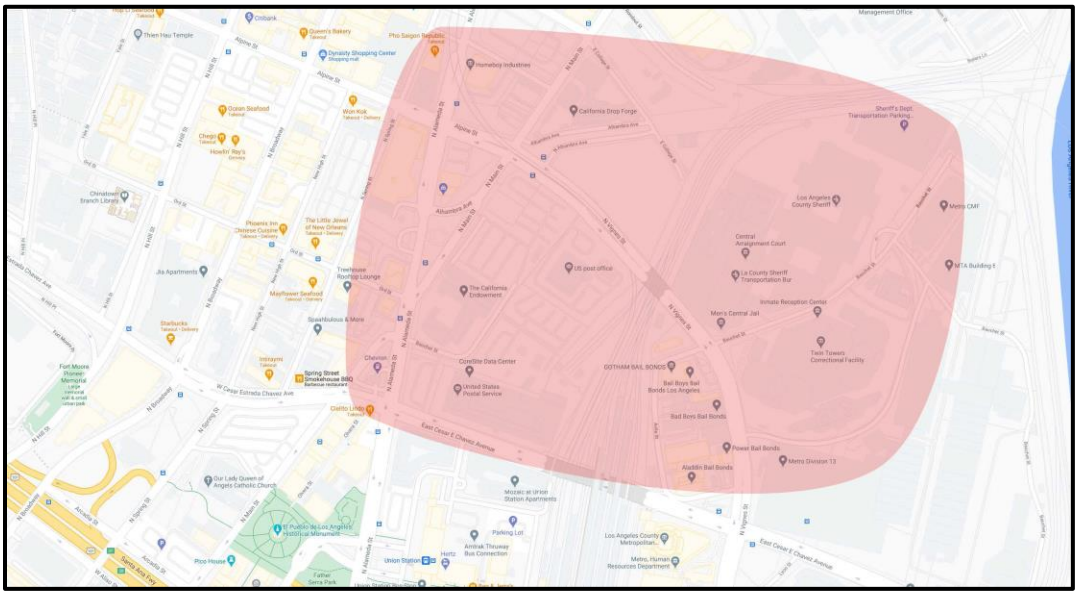
Homeboy Industries

Homeboy strives to change the way the world views, judges and treats Southern California's most marginalized people. To achieve these goals, Homeboy is planning a campus expansion that will accommodate additional programming and social enterprises for the benefit of the community, including transitional housing and daycare services. Access to these services is an important contributor to community health and stability. Homeboy is aligning their strategic plan to stand with, heal, and invest in those that we serve. Homeboy's programs serve approximately 275 clients at any one time, and serve an additional 150 clients per week. Homeboy's campus expansion is necessary to achieve the ambitious service goal of doubling the number of trainees and community clients Homeboy serves annually.

Hope Village

Homeboy and TCE have partnered in a shared vision for the future of the community focused on the potential development of Hope Village, re-imagining the geographic triangle between the downtown Men's Central Jail, the Homeboy campus, and The California Endowment's Center for Healthy Communities campus. See Figure 1 below for a map of the Hope Village proposal area. This endeavor will help transform the area into a social services corridor for the City and County of Los Angeles and would fill a gap in our societal safety net by providing a sustainable and compassionate solution to recidivism in our justice system. This shared vision involves creating a community that provides services to support inmates who are too often released from jail directly into cycles of hopelessness and homelessness. Homeboy Industries has a demonstrated track record of transforming lives harmed by crime and violence to ones marked by healing, hope, and employment.

Figure 1.



The County of Los Angeles has been instrumental in their involvement in our efforts of making Hope Village a reality. We look forward to continuing to work with the County to imagine replacing what is now a footprint of the jail along with other vacant, aging properties, with an integrated, bustling village of services and structures. Such community services would include mental health and substance abuse treatment facilities; job training and referral services; supportive, transitional, and affordable housing developments; and a dedicated center for civic engagement and community leadership.

Through the work of TCE, Homeboy, and other local organizations, this area of Los Angeles has already evolved from a forgotten sector of our community to a thriving hub for events and gatherings. While we are supportive of smart development that fosters community equity and multi-modal transportation options, the Project as proposed poses a dire risk to furthering these goals and impedes the growth in services that the community needs to thrive. TCE and Homeboy oppose the Project as proposed, given the lack of transparency and information currently available to the public regarding the Project, and the Project's inability to function as a beneficial or economically affordable transit option for the community.

We are concerned that the Project as proposed will prevent these community defining developments from becoming a reality. Metro and the Applicant have simply not released sufficient details for the public to adequately assess the numerous ways these future goals would be put in jeopardy. However, even with the limited information that is available, the Project would present a permanent obstruction to future growth in the area by virtue of its proximity adjacent to both the TCE and Homeboy campuses along Alameda Street. Specifically, any future development of these properties would be prohibited or at a minimum, inhibited next to and under the Project towers and cable infrastructure due to fire and life safety requirements. Additionally,

the Project would have a variety of operational impacts, including noise, privacy and safety concerns. The Project must take these community serving developments into account and be redesigned to not imperil their future.

III. Lack of Project Details Results in Inadequate Community Engagement

For the public to adequately evaluate how the Project can be modified to better serve the community, Metro and the Applicant must make available additional Project details. Our primary concern is that the Project is not reflective of the community and will serve as a physical impediment to expanding more equitable community-serving opportunities. The Project serves a targeted, private interest that does not appear to substantially benefit the broader commuting public, particularly the low-income community who may wish to attend a Dodger game or visit Elysian Park with members of their family. The estimated cost of $30 per passenger does not allow the Project to serve the needs of the community as a useful and regular means of transportation. As proposed, the Project appears to be a private tourist attraction that is positioning itself as a public benefit that requires the use of public access and public resources. While collaboration between the public and private sectors is often necessary to collectively solve the City's most pressing transportation challenges in ways that serve all Angelenos, a heightened level of scrutiny is required when taxpayer public resources are involved. Since this Project requires the utilization of substantial public resources and imposes a burden on the community, there must be a corresponding and proportionate benefit to the broader community. In other words, the communities most burdened by this Project should not be those least benefitted by its existence. Further, the high cost per ride prevents those who live the closest to the Project from utilizing it. This will alienate the community by creating only a tourist attraction while forcing the community to take on the lion's share of the negative environmental and social impacts. The public must be more involved in this early stage, especially since the Project depends on government investment through potential easements, licenses, land funding, and other mechanisms that will be necessary for its construction.

To determine the direct and indirect negative impacts on the aforementioned community-defining developments, specific Project details need to be released before Metro begins preparation of the Draft Environmental Impact Report ("DEIR"). The Project's lack of transparency has made it difficult for the community that may be directly impacted by this Project to provide meaningful feedback during the public comment period on the Notice of Preparation, which should be incorporated into the Project before Metro moves forward with the environmental analysis. Many fundamental questions and project features remain undisclosed or undetermined. We, and the communities most affected by the Project, need to understand and evaluate these Project components before they become the predetermined elements of a project to be studied in an environmental impact report. These questions include:

1. What is the total number and proposed location of the Project towers, cabling system, and any other mechanical support infrastructure?

2. What government provided easements or licenses will be necessary to construct the gondola system and supporting infrastructure?

3. What setbacks or other limitations will apply to future development on properties adjacent to the gondola system?

4. What Project features are being included to address the significant noise, community safety, and privacy issues that will inevitably arise by bringing thousands of new tourists to the community daily?

5. How will Metro rail operations of the L line be affected by constructing the Project? The community relies on this transportation to get to work every day. The Project itself doesn't provide a practically useful transportation mode for these individuals.

6. What closures and modifications to the streets in the community will be both temporarily and permanently affected to accommodate this Project? How will these closures and modifications to streets benefit a community that is already heavily trafficked?

7. The Project necessitates the need for public land. How is this land being acquired? The Project must disclose the overall land acquisition plan and costs surrounding the acquisition of public lands. TCE and Homeboy have significant concerns about the use of public lands for private benefit.

8. Where will Project users park their cars? What measures will be implemented to prevent parking and transportation impacts on the adjacent communities?

9. Metro and the Applicant have not shared Project details regarding how it will ensure the security and safety of the local community given the introduction of thousands of new visitors to the community.

Meaningful Community Engagement Requires Disclosure of Project Details

The Project has progressed through this first public comment period without publishing fundamental details regarding the Project design and functions. Metro should demand the Applicant provide critical details about the Project and engage the community and stakeholders to shape and design a project that addresses both the community's future needs and the vehicular traffic that the Project is purporting to address. How local residents and businesses envision their future neighborhood is crucial to understanding how any new development can be built to be compatible with the vision for the neighborhood. This is especially the case for a development that will alter the landscape and built environment as significantly as the Project. As Metro knows, crafting a stable project description is essential to providing a comprehensive environmental analysis for public review. It is unacceptable for the public to have to wait until the release of the DEIR to be provided with basic project details, especially when the community has not been involved in the Project's design process.

The Applicant's Approach is Inconsistent with Metro's Community Engagement Objectives

Metro requires high standards for community engagement. Metro's own 2019 Participation Plan describes Metro's standards for community engagement and participation. Specifically, the 2019 Participation Plan described a variety of methods utilized "to engage diverse communities and create ongoing public access, participation and input throughout the environmental process."[6]

[6] Metro, *2019 Public Participation Plan*, October 2019, page 32.

The Public Participation Plan further states that "[a] comprehensive public participation plan is one that provides early and ongoing access for all stakeholders, while demonstrating the principles of environmental justice[.]"[7] Metro also employs a four factor analysis in helping to determine various social, cultural, economic, and historic barriers that could prevent a member of the public from participating in the public decision-making process.[8] The Participation Plan calls for Metro to undertake a comprehensive engagement plan that could include stakeholder briefings and workshops, community update meetings, newsletters, and online media outreach.[9] Metro has not met these important public communication standards for the Project.

Additionally, Metro's "Connect US" Action Plan provides a roadmap for how Metro can successfully develop linkages through a community-driven process for all projects. Specifically, "[a] core objective of Connect US is that the process be community driven. The [Connect US] plan reflects the community's voice regarding how best to enhance paths leading to and from Union Station and the 1st/Central Station."[10] To ensure the engagement process was also inclusive, "[t]he outreach strategy was built on a multi-lingual approach to encourage as many people as possible to participate, and included Spanish, Chinese (or Mandarin), Japanese and Korean translation and interpretation."[11]

The Connect US Plan saw engagement by Metro of over one hundred entities in the study area and the organization of three community events, a design charette, and a multitude of other project briefings and neighborhood conversations.[12] This level of community engagement is a new framework of accountability for public transit projects. Metro must ensure the same level of community and stakeholder engagement for the LA Art Project before moving forward with an environmental review of a project of this scale and level of complexity. We request that the public be engaged in a meaningful and comprehensive way so that the Project can better represent the needs of the community rather than simply a private interest.

The Applicant's inability to address even these basic Project details during the initial public comment period is concerning, as it implies a lack of consideration for the future vibrancy of the community and its residents. Many participants at the Scoping Meeting expressed concern that there hasn't been enough public outreach, that the Project does not fit the context of the surrounding neighborhoods, and that it does not provide a realistic public transit option.

TCE and Homeboy are advocates for smart development and growth, but future projects must provide actual benefits to the communities they serve. As we understand the Project, it appears to be a simple tourist attraction that will provide no practical benefit to the community. Rather, it will have negative environmental and social impacts that will disrupt the bright future of area that has been decades in the making. We therefore oppose the Project as proposed because based on publicly available information, it represents an unacceptable disruption to future civic engagement and equitable community growth.

---

[7] *Id*.
[8] *Id* at pages 32-33.
[9] *Id* at page 33.
[10] Metro, *Connect US Action Plan*, October 22, 2020, page 14.
[11] *Id*.
[12] Metro, *Connect US Action Plan*, October 22, 2020, page 17.

IV. Policy Implications

a. Historic Displacement at Chavez Ravine

Given Metro's dedication to community involvement, and LA's ugly history of displacing communities for private gain, now, more than ever, it is crucial to include the community stakeholders in the evaluation process for projects that impact their homes and livelihoods.

Now home to Dodger Stadium, Chavez Ravine is one such example of that displacement. In the early 1950s, the City labeled Chavez Ravine as "blighted," targeting the area for redevelopment as a series of public housing units called the "Elysian Park Heights Project."[13] At the time, the neighborhood was home to many Mexican-American families, who were prevented from living in many other parts of the City by racially-driven redlining policies. To accommodate the redevelopment of Chavez Ravine, City officials used coercive means to displace these families from their homes and property, including forced eviction, eminent domain, and offering minimal compensation far below actual property values.[14] Displaced families were told that they would be able to return to reside in the newly-constructed public housing units once the project was completed.[15] However, the City abandoned the Elysian Park Heights Project by 1953.[16] Although the City had acquired the property at Chavez Ravine on the condition that the property be used for the public's benefit, a June 1958 voter initiative authorized the City to trade Chavez Ravine to a private party for the construction of Dodger Stadium.[17]

This abuse of local land use policy is in part related to stifling the voices of community stakeholders. We fear history will repeat itself with the Project in Chavez Ravine. One solution is to ensure that adequate information about the Project and related developments is made available to the public for comprehensive evaluation of Project's current and future impacts. For example, as discussed in more detail below, the materials provided by Metro and the Applicant do not provide sufficient information to determine how the Project will impact parking, traffic, and congestion in and around Dodger Stadium – an area notorious for its parking and traffic issues. Similarly, there are no answers for why the Project does not provide additional parking of any kind, which negates the Applicant's claims that the Project can be used as an alternate method of transportation. Unless and until the Metro and the Applicant can provide additional Project specifications, the Project can only be viewed for what it is: a tourist attraction for the benefit of private enterprise, constructed by burdening surrounding communities with yet unknown traffic, noise and congestion implications. This is one of many reasons why we must object to the Project as proposed.

---

[13] Elina Shatkin, *LAist: The Ugly, Violent Clearing of Chavez Ravine Before it Was Home to The Dodgers* <https://laist.com/2018/10/17/dodger_stadium_chavez_ravine_battle.php (as of November 3, 2020).
[14] *Id*.
[15] *Id*.
[16] *Id*.
[17] *Id*.

b. Project Construction and Operation

During the Scoping Meeting, the Applicant stated that the Project would primarily utilize the public right-of-way for the route and the location of the passenger loading stations and towers. However, no details have been provided as to how the gondola towers and any supporting mechanical infrastructure can be sited to avoid the need for acquiring private land or the compensation to local government for use of public land. If the Project can be completed mostly within the public right-of-way, it is unclear how it qualifies as a public project.

The public right-of-way is limited to public projects and should not support private interests unless the public is compensated for the public resources. The public should be engaged before formalizing the project description as to the status and process for acquiring the land outside of the public right-of-way and how Metro is either justifying the Project as a public project or is being compensated by the Applicant for the use of the public right-of-way.

Additionally, we are concerned that the Project will significantly affect the Alameda Triangle Park, one of the only green spaces along Alameda and near both TCE and Homeboy. The community needs to be consulted through project workshops and design charettes before any modifications are made to these indispensable public spaces. Any future projects in the area need to enhance these community serving areas, not eliminate the precious few that exist. Further, we understand that one of the Project alternatives will analyze the possibility of providing additional passenger entry locations at or near Alameda park. Not only will this further degrade the nearby open space, but it will necessitate the need for further parking in the area to accommodate the additional passenger ingress to the gondola system.

c. Project Operations and Privacy

Our primary concern is that the Project does not provide a public transit option equally accessible by all members of the community. The cost of admission to ride the gondola, proposed at $30 per person, is well beyond the means of most families in Los Angeles as a mode of public transportation. When coupled with the cost of Metro transportation and a ticket to a Dodger game, the Project's proposed pricing for an individual passenger makes it clear that the Project is not geared towards the majority of Metro riders and residents of the region.

Further, by encouraging an increase in tourism in the area to utilize the gondolas, the Project will increase traffic in an area already impacted by inadequate parking and pedestrian amenities. TCE and Homeboy strive to build healthy and sustainable communities and these impacts will further detract from the livability of the neighborhoods along Alameda. The foundation of a healthy society is grounded in the individuals who already make-up the fabric of the community. As the Project further induces rapid visitor growth, those that have invested in the community for generations will be left with a Project that simply does not serve their needs and detracts from the ability for future smart growth. Any project in this area should be designed against the backdrop of protecting and serving the local community. We expect that the Applicant and Metro want to deliver a final project with these exact goals in mind. Unfortunately, the Project as proposed is antithetical to achieving these goals.

The community is being asked to absorb the negative impacts of the Project without having direct benefit or input in the design and implementation. The Applicant cannot hope to create a Project

that benefits the community without engaging the individuals that comprise the community in any meaningful way. For example, the Project either does not have a plan for or has not disclosed information related to a variety of topics paramount to the public interest and will directly affect the future of the community. At a minimum, TCE and Homeboy believe any Project must comprehensively resolve the following concerns before moving forward.

i. How will the Project provide sufficient parking near the passenger stations?

ii. How will the Project reduce the impact of 3,000 displaced vehicle trips to Union Stations and the State Historic Park?

iii. How is the Project justifying the additional traffic being injected into this community on every non-gameday of the year?

iv. What is the proposed future use of the vacant parking lots at Dodger Stadium caused by the Project?

v. How does the proposed cost of a single ride allow the Project to serve the needs of the community as a useful means of alternative/last-mile transportation?

vi. How will operational times be limited to maintain the peace and quiet and security of the local communities along the Project route, especially during Dodger night games?

vii. In light of the COVID-19 pandemic, how is this Project responsive to future pandemics or public health emergencies?

viii. How will Project modifications to accommodate the public health concerns described above impact the operational effectiveness of the system?

ix. How will emergency access to the system work? Especially in the event of an earthquake.

Additionally, the height of the Project at approximately 200 feet is also a significant privacy concern for those along the route. For both commercial and residential properties along Alameda, there would be a direct line of sight from the right-of-way into all adjacent properties. While we understand that in an urban environment it's difficult to manage all privacy concerns, having such a tall structure in the public right-of-way is a unique situation that warrants special attention and innovative solutions from the Applicant.

V. Environmental Implications

Once Metro and the Applicant engage the community to formulate a project description that fits the community, then, and only then, can a comprehensive environmental analysis be completed. Even with the limited Project details, there are a multitude of environmental impacts implicit in the fundamental Project concept that warrant serious analysis. Metro, as the lead agency, has an obligation to thoroughly study the following environmental implications on the specific community

that the Project will impact. A sufficient environmental analysis must consider the specific conditions of the area and not merely provide a generic analysis that doesn't fit the realities of the community.

a. Construction and Operational Noise

The Project's proposed route is planned to be adjacent to residential, commercial, and educational properties between Union Station and Dodger Stadium, primarily following Alameda Street before jogging to the northwest near the Los Angeles State Historic Park. Although the Applicant indicates that most of the Project will be constructed within the public right-of-way,[18] the lack of disclosure and planning of the gondola tower and supporting mechanical infrastructure locations in relation to these existing uses makes community assessment related to construction and operational noise impossible. Due to the lack of information, we must assume that construction of the Project without further modification will cause significant noise impacts to sensitive receptors. The Applicant and Metro must disclose proposed locations of all towers along the proposed route. Further, the Project should be modified to minimize the number of towers. Any necessary towers or non-passenger junctions should be studied in locations that are not proximate to any sensitive receptors. Community workshops would be helpful in determining the best locations for the Project towers and related infrastructure before moving forward with a project description that studies inappropriate tower locations.

Additionally, the Applicant and Metro need to disclose how the Project is planning to address operational noise impacts. Operational noise that will impact the community will come from two primary sources. First, the gondolas mechanical infrastructure will cause a consistent increase in noise along the route. This will be amplified near towers and passenger loading stations. Since the Project is primarily focused on providing a novel experience for fans attending a Dodger game, the gondola will be used primarily for Major League Baseball ("MLB") games approximately 100 days out of the year. A weekday Dodger game begins at approximately 7:00 pm local time and ends, on average, at about 10:00 pm. Unfortunately, this means that the gondola system will be in operation throughout most weekdays, at least until 12:00 am (or until all visitors can ride the gondola back to Union Station). This is a significant burden to place on a community for almost a third of the year. The hardship on the community living and working near this attraction is not balanced by any benefits to the local area.

In addition, it is not clear that the Applicant and Metro have considered the noise intrusion by the mass of people moving into and out of the area throughout the day and night. The Applicant will inevitably be unable to control rowdy fans in the late-night weekday hours when the rest of the community is trying to rest. Serious thought needs to be given as to these operational concerns and whether the Project should be limited in its hours of operation, especially on non-gamedays. Metro should begin a dialogue with the community to address these significant concerns before moving forward with the environmental analysis.

[18] Metro, *Scoping Meeting Presentation*, October 22, 2020, page 23.

b. Traffic and Parking

After various conversations with the Applicant and Metro, it is apparent that there is not currently a plan to deal with the displaced parking from Dodger Stadium into the community. The Project materials state that on an average gameday, the Project will displace approximately 3,000 vehicle trips and 10,000-12,000 individuals.[19] While this seems beneficial to the community, without a well-developed parking plan, the communities surrounding Union Station and the State Historic Park will be overflowing with vehicles forced to park on surface streets. In addition, the overflowed parking may threaten cyclist safety by increasing congestion on narrowed streets.

Further, the cost of parking near the stations will only add to the already exorbitant cost of a trip on the gondola. Metro has indicated that while the Project does not currently propose the construction of additional parking, Union Station is already at capacity and unlikely to be able to accommodate the additional parking needs of up to 3,000 new vehicles. The communities surrounding Union Station and the State Historic Park also have insufficient existing parking facilities to accommodate the population influx that the Project is anticipating. These vehicles will then utilize the surrounding neighborhood streets, further causing traffic congestion. If Metro intends to utilize existing facilities near the proposed passenger loading stations, this information must be made available for public comment. Without these details, the initial noticing period cannot facilitate meaningful discourse on the Project.

The Applicant and Metro have disclosed no assumptions about traffic impacts and parking loss on non-gamedays. Since the gondola would operate throughout the year, the Project would increase traffic in the community throughout the entire year. The daily increase in vehicles to the area will also dramatically increase correlated greenhouse gas and air quality impacts. The Project is essentially asking the community to bear the environmental impacts of the Project without consideration for their future needs.

Finally, there is already a very effective Metro public transit option between Station and Dodger Stadium. The Dodger Stadium Express buses provide a convenient and free transit option between Union Station and Dodger Stadium with the purchase of a ticket to the game. The Dodger Stadium Express is a clean air public transportation option, diverting approximately 11,500 tons in its 24-year existence.[20] Many riders of the express bus park at Union Station to catch the bus. Metro should continue to focus on this as a primary transit option for the community instead of the private gondola system. While the Project intends to divert vehicle trips to Dodger Stadium, it will likely be more successful at occasionally diverting riders of the Dodger Stadium Express. These riders are already taking an environmentally friendly and more cost-efficient transit option. The Project's transportation assessment must study the adverse impacts the Project will have on the Dodger Stadium Express and the parking supply at Union Station.

[19] Metro, *Scoping Meeting Presentation*, October 22, 2020, page 20.

[20] Metro, *Dodger Stadium Express* <https://www.metro.net/riding/dodger-stadium-express/> (as of November 2, 2020).

The Applicant should also explain any additional sustainable features being adopted in the construction and operation of the Project. Based on the Project details, it does not appear that any additional sustainable features are being considered beyond the unlikely traffic diversion.

c. Community Degradation

The Project also will create a tourist attraction in the area that will undoubtedly lead to substantial unplanned visitor growth. This investment will lead to a change in the local population that otherwise does not represent the current community and will further hinder the ability to build out necessary community-serving uses such as Hope Village. By transforming the area into primarily a tourist destination, current residents and small business owners will be economically driven out of the area. Based on currently available information, the Applicant and Metro have not considered any measures to prevent displacement resulting from the Project. Public resources should be directed towards socially beneficial groups that help the existing community thrive, not projects that simply seek to eventually replace the current population. TCE and Homeboy have spent decades fostering just these types of community-sensitive projects. The Project as proposed puts into jeopardy our ability to continue to help the individuals that call this area their home.

The Project will further degrade the community by obstructing scenic viewsheds. The Project's proposed height will greatly reduce views in the east-to-west direction across Alameda. Based on the current plans, towers are slated to be approximately 200 feet in height. At this height and with the gondolas operating throughout the entire year, views from east-to west across the area will be permanently obstructed. Further, the late-night operations of the gondola on gamedays will necessitate significant lighting both for security and to comply with FAA regulations that will further negatively impact the livability of the area.

d. Historic Resources

We are also concerned with how the Project will affect historic Dodger Stadium. If the Project is able to relieve the need for approximately 3,000 vehicle spaces at the stadium, the Applicant needs to disclose how those newly vacant parking areas will be repurposed. Our understanding is that a portion of that area will be a storage facility for the gondolas. Constructing such a facility, and any other future development considerations related to the Project, needs to be studied for impacts to the historic stadium and discussed with the community at this stage of the review process.

Further, there are a variety of other historically designated buildings, or buildings eligible for listing, along the Project route. Any such structures should be studied as a part of the DEIR. The community should be informed as soon as possible as to whether the Project would necessitate modifications or indirect impacts to these structures. If so, the Project route should be altered to avoid construction near any designated or eligible resource.

e. Biological

The Project's proposed route and design materials need to be comprehensively studied to determine potential negative impacts to two of the only green open spaces in the community. These include the Alameda Triangle Park and the Los Angeles State Historic Park. Both of these

parks are slated to accommodate a Project tower or passenger junction, which will greatly alter the very intent of an open space. Specifically, the State Historic Park will now become a boarding site for the Project, taking away from the relaxing and bucolic atmosphere traditionally associated with the park. Further, the Alameda Triangle Park would be rendered unusable given its already modest size. The Project should be designed to accommodate rather than infringe on these community open spaces. We would request that the Project be modified to avoid any use of local parks.

The Project's route involves a multitude of glass and metal gondolas suspended over 100 feet above the ground. The system will undoubtedly have a negative impact on migratory birds and other avian species near passenger loading stations and throughout the entire proposed route. The final Project should include materials and design elements that minimize impacts to avian species. Any gondola operations should be limited during nesting season to ensure minimal impacts to nesting birds.

VI. Conclusion

We request that the Applicant and Metro engage the community in a transparent and meaningful way before proceeding with its CEQA analysis. This can be accomplished by releasing Project details, addressing the questions and concerns detailed in this letter, and scheduling a variety of community workshops shops and design charettes. Our organizations are only two of many that serve and thrive in the sphere of the proposed Project. A thorough and robust community engagement effort is essential given the vulnerabilities experienced by the neighborhoods along the path of the project. Further, this form of outreach plan would be in-line with Metro's own goals for providing sufficient public engagement. Homeboy and TCE believe that the Project does not provide sufficient benefits to a community burdened with negative economic, social, and environmental impacts. Without further direct input from the community and modification to the Project design and operations, we have no choice but to oppose approval.

While TCE and Homeboy are advocates for smart development and growth, this Project as proposed benefits a private interest, and does not serve a public purpose. Therefore, unless and until these issues of transparency, equity, and community benefit can be satisfactorily addressed, The California Endowment and Homeboy Industries respectfully oppose the Project. We are happy to help facilitate a more robust community conversation to assess how the Applicant can help shape the future of this cherished community in a meaningfully way. We look forward to beginning these conversations and request that Metro, as the lead agency, demand that the Applicant provide the crucial Project details outlined in this letter to the public. Metro should pause their work until such action occurs, along with implementation of a detailed engagement plan and Project modifications.

Respectfully,

DocuSigned by:
Dr. Ross
167FFC13064746C...

Dr. Robert K. Ross, MD
CEO
The California Endowment

DocuSigned by:
Father Boyle
405D96D08FA1482...

Father Gregory Boyle, S.J.
Founder
Homeboy Industries

SMRH:4845-1204-4497.22

Copies to:

Hilda Solis, Vice Chair of Metro Board and County Supervisor
Phillip Washington, Metro CEO
Vincent Bertoni, City of LA Planning Director
Kevin Keller, City of LA Deputy Planning Director
Gilbert Cedillo, LA City Council Member for District 1
Kevin de León, LA City Council Member for District 14
Wendy Carrillo, California Assembly Member for District 51
Maria Elena Durazo, California State Senator for District 24
Cory Zelmer, Metro Deputy Executive Officer

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:53 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW Notice of Preparation for the Los Angeles Aerial Rapid Transit Project - Los Angeles Conservancy Comments [ref:_00Df42UDS._5005GZuWe1:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Erik Van Breene [vanbreene@laconservancy.org]
Sent: 11/16/2020, 2:51 PM
To: laart@metro.net
Cc: afine@laconservancy.org
Subject: Notice of Preparation for the Los Angeles Aerial Rapid Transit Project - Los Angeles Conservancy Comments

Mr. Zelmer,

Please find the Los Angeles Conservancy's comments for the Los Angeles Aerial Rapid Transit Project NOP. If you have any questions, please do not hesitate to reach out.

Best,
Erik

Erik Van Breene
Preservation Coordinator
Los Angeles Conservancy
523 West Sixth Street, Suite 826
Los Angeles, CA 90014
(213) 430-4206 | vanbreene@laconservancy.org

Pronouns: He / His / Him / Mr.

laconservancy.org
E-News – Facebook – Twitter – Instagram

Membership starts at just $40
Join the Conservancy today

ref:_00Df42UDS._5005GZuWe1:ref

LOS ANGELES CONSERVANCY

523 West Sixth Street, Suite 826
Los Angeles, CA 90014

213 623 2489 OFFICE
213 623 3909 FAX
laconservancy.org

November 16, 2020

Sent Electronically

Mr. Cory Zelmer
Deputy Executive Director, Metro
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012
Email: LAART@metro.net

RE: Notice of Preparation (NOP) for the Los Angeles Aerial Rapid Transit Project

Dear Mr. Zelmer:

On behalf of the Los Angeles Conservancy, I am writing to comment on the Los Angeles Aerial Rapid Transit (LAART) Project Notice of Preparation (NOP). The proposed LAART Project would connect Los Angeles Union Station to Dodger Stadium via an aerial gondola system. The proposed project would serve as a replacement to the current shuttle system used during Dodger's baseball games. The proposed route would travel along Alameda Street, Spring Street, and Bishops Road with a platform located on Alameda Street and Dodger Stadium.

I. Significant and unavoidable impacts to historic resources will occur due to the proposed project

The Conservancy would like to better understand the proposed project as we believe it will likely result in significant indirect impacts to historic resources by impacting important viewsheds. With a proposed platform on Alameda, the Project will alter sightlines of Union Station as well as pedestrians within El Pueblo and Olvera Street.

As envisioned it appears the proposed Alameda platform will interrupt iconic views of Union Station and change its context. Simultaneously, construction of project infrastructure such as towers and wires to carry gondolas will most likely be visible from inside Olvera Street, thus changing the experience for tourists and patrons. A key component of the Olvera Street experience is the ability to be taken back in time. Gondolas overhead will change the feeling of this important attraction.

II. Alternatives to the proposed plan must be considered

A key policy under the California Environmental Quality Act (CEQA) is the lead agency's duty to "take all action necessary to provide the people of this state with historic environmental qualities and preserve for future generations examples of major periods of California history."[1] To this end, CEQA "requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects."[2] The fact that an environmentally superior alternative may be more costly or fails to meet all project objectives does not necessarily render it infeasible under CEQA.[3] Reasonable alternatives must be considered "even if they substantially impede the project or are more costly."[4] Likewise, findings of alternative feasibility or infeasibility must be supported by substantial evidence.[5]

Because the aerial transit system will have significant indirect impacts on historic resources, Metro must consider all viable alternatives. Currently, the proposed plan has a single station proposed for Union Station, however, Metro should explore alternative siting and/or multiple locations for this station as a way to potentially reduce indirect impacts to historic resources.

III. Conclusion

The current proposal for the Los Angeles Aerial Rapid Tramway Project is planned for a location immediately adjacent to the heart of historic Los Angeles. We strongly encourage the Metro's project team to explore all viable alternative sites for the proposed Alameda Street platform as well as alternative routes to minimize and avoid impacts.

We welcome the continued opportunity to work with Metro staff and representatives to develop an outcome that will both provide Dodger fans with greater access to the stadium while also protecting historic viewsheds and existing experiences.

---

[1] Public Resource Code, Sec. 21001 (b), (c).
[2] *Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30, 41; also see Public Resources Code §§ 21002, 21002.1.
[3] Guideline § 15126.6(a).
[4] *San Bernardino Valley Audubon Soc'y v. County of San Bernardino* (1984), 155 Cal.App.3d 738, 750; Guideline § 15126(d)(1).
[5] Public Resources Code § 21081.5.



About the Los Angeles Conservancy:

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 5,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

Please do not hesitate to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions or concerns.

Sincerely,



Adrian Scott Fine
Director of Advocacy

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 9:15 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Attached is my letter for my comments about the LA METRO LA ART projects. [ref:_00Df42UDS._5005GZuOvY:ref]
Attachments: Letter to LAMETRO LAART_pdf.html

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: david burns [david.allen.burns@gmail.com]
Sent: 11/15/2020, 8:35 PM
To: laart@metro.net
Cc: david.allen.burns@gmail.com
Subject: Attached is my letter for my comments about the LA METRO LA ART projects.

Hi There,

Attached is my letter for my comments about the LA METRO LA ART projects.

Thank you,
David

ref:_00Df42UDS._5005GZuOvY:ref

Fallen Fruit | endlessorchard
David Burns and Austin Young
844 ½ Sanborn Avenue, Los Angeles, CA 90029
http://www.fallenfruit.org
323 810 0081

November 13, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am an artist and activist and have worked in and contributed to the health of the neighborhoods that surround The Los Angeles State Historic Park for many years. From 2013-present I began working on a project called the “Monument to Sharing” as a permanent work of art sited at the entrance of The Los Angeles State Historic Park (LASHP). The artwork was created by engaging the historic and diverse communities around LASHP and planting fruit trees for everyone to share. The participants include Homeboy Industries, The Brewery, William Mead Housing, Solano Canyon School and adjoining Community Garden, Chung King Road Business Association, Las Promotoras, and more. The main artwork is located at LASHP. It is an installation of 32 mature orange trees that are installed into reclaimed storm culverts that are wrapped with poetic prose. The words for the poem comes from the community in three languages (English, Spanish, and Mandarin Chinese) that describe why this part of Los Angeles is important to them.

The poem is translated in English (see below) to illustrate how vital and important this area is to the community. A way to paraphrase the poetic verse is to understand that this part of Los Angeles is special because everyone has a place here.

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and the park itself. LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day. For the city of Los Angeles this is a rare gift. Compared to other major cities in the world Los Angeles has a dearth of green parks and parkways for communities, however LASHP tips the scale back towards that model of shared green spaces as successful urban development initiatives as seen in other parts of the world -- New York City’s highline, Atlanta’s Beltway, and New Orleans Lafitte Greenway quickly come to mind.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is

egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.”

Should LA ART continue with this project – it is clear that the Broadway Street Station would serve the Chinatown community and provide a pedestrian bridge into the park, therefore connecting the historically separated community with a walk path that could share the access to public transportation.

Connecting communities should be the message – not destroying public park space. I strongly oppose the Spring street station proposal and can support at Broadway street station as a vibrant choice for a new downtown.

Respectfully,



David Burns
Co-Founder of Fallen Fruit

MONUMENT TO SHARING (version in English)

Yes, I have a story. It’s a beautiful story and a… Well to us it’s “bonita.”
My childhood stands out when I think about the neighborhood.
We came to this country out of necessity for a better life.
Like all immigrants we arrived with nothing.
People helped us with food.
Now that we’ve been here for so long, we share with people in need.
Everyone here is different in their own way.
My family is from Mexico.
My Kids lived their lives here and always shared with our community.
Sharing is really just time, spending time or taking time to do something with others.
If you give someone an orange, you are sharing with them.
Sharing means you are making someone happy.
There is a woman always by the parking lot.
Sometimes I say hi and give her something. I know she has it kinda rough.
Sharing… is an expression of love, showing how much you want to connect.
I share my life with my kids, everything I learn, everything I do.
We have a big harvest in our culture.
We worship anything that comes from the ground.
My family is from Vietnam and they came here during the war.
I like that it’s quiet and beautiful here, everyone is nice and friendly.
My family does this thing where we get a bunch of fruit and we put it into a shrine.
It’s always safe here.
Everyone knows each other.
We used to get oranges we would find floating down the river.
I ate an orange with my friend and we split it, cut it in half.
I grew up in El Salvador. I was born in Belize. I’m from Korea.
It is important to be around different types of people.
It is important to experience nature and have room to breathe.

My whole life I needed to be in a melting pot area that was open to different cultures like this.
I moved here from the Northwest.
The more people I meet, the more I feel connected.
I make a really good apple pie. you and I? Share a pie together.
I'm Guatemalan.
My family makes caramelized figs.
Put them in the oven and they come out sweet and crunchy.
I've been here 28 years, from Canton.
My wife and I gathered Jujubees yesterday.
In Chinese culture, they are good for flavoring because they're sweet.
Sharing is survival for everybody.
Sharing is essential to life –it's how you meet new friends.
I was born in Michoacán.
I've been here for 56 years.
I share my lemon tree.
Whoever wants one, go for it. It's for everyone, not just for me.
When I leave here, it will stay.
Sharing is like love.
My greatest happiness is making sure someone else is taken care of.
When I'm eating something the only thing that makes it taste the epitome of awesome, is to say to the person next to me… "here."






needed to be in a melting pot
pen to different cultures



From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 10:50 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] LA ART Project [ref:_00Df42UDS._5005GZuXRI:ref]
Attachments: LA ART Letter Support_Italian American Museum_pdf.html

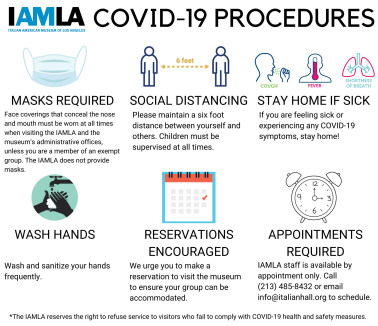
Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Marianna Gatto [marianna@italianhall.org]
Sent: 11/16/2020, 5:31 PM
To: laart@metro.net
Cc: david.louie@cbrela.com; hello@laart.la
Subject: RE: LA ART Project

Kindest regards,

Marianna

--
Marianna Gatto
Executive Director-Historian
Italian American Museum of Los Angeles
125 Paseo de la Plaza Suite #200
Los Angeles, CA 90012
213.485.8432
www.IAMLA.org



Connect with us on Facebook Instagram Twitter

Be part of history. Join the Italian American Museum of Los Angeles.

ref:_00Df42UDS._5005GZuXRI:ref

IAMLA

ITALIAN AMERICAN MUSEUM OF LOS ANGELES

Board of Directors
THE HISTORIC ITALIAN HALL FOUNDATION

President
PAUL PAGNONE

Vice President
RICHARD FLAMMINIO

Treasurer
CHARON D'AIELLO SANDOVAL

Secretary
JOSEPHINE MAHONEY

Board Members
J. PETER BARBARA
ANDREW CAPONE
CARL A. CAPOZZOLA
JASON DINAPOLI
ANTHONY FEDERICO
JOHN GIRARDI
MARK MOZILO
ROBERT DE PIETRO
SAMMY PERRICONE

Advisory Board Members
CHARLES P. CUSUMANO
STEVE RIBOLI

Honorary Board Members
HON. JOE BUSCAINO
HON. KEVIN DELEON
HON. ERIC GARCETTI

Executive Director
MARIANNA GATTO

Cory Zelmer
Deputy Executive Officer, Metro
One Gateway Plaza
Los Angeles, CA 90012

November 16, 2020

Dear Mr. Zselmer

I am writing on behalf of the Italian American Museum of Los Angeles to express our conditional support for the Los Angeles Aerial Rapid Transit project (LA ART).

As stakeholders of El Pueblo de Los Angeles Historical Monument and as an organization dedicated to the preservation of history and the city's birthplace, we recognize the project's potential for mitigating traffic and promoting economic development and tourism in the vicinity.

We have some concerns about the project's design and lack of keeping with the neighborhood's historic character, however. We look forward working with you to address these issues as the design and planning process advances.

Kindest regards,

Marianna Gatto

125 Paseo de la Plaza, Suite 200 • Los Angeles, CA • 90012
PHONE:(213)485-8432 • FAX:(323)663-3180
WWW.ITALIANHALL.ORG

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

We would like the station for Chinatown be located at the current Gold line station. This would drive business into the commercial area and more importantly, the area has a tremendous amount of offsite parking. Parking has always been a problem in the residential areas near Dodger Stadium. The Bishop/Broadway proposed station will not provide offsite parking. The Spring Street station will not feed business into the Chinatown businesses.
Secondly, we would like the architecture of the stations to reflect the history and culture of the area. Chinatown, El Pueblo, and the Union Station should have stations that compliment the current architecture of the historical buildings in their area. In addition to the building design, there should be plans to enhance the nearby public areas with landscaping and art that reflects the cultural significant of the area.
We will be submitting a Community Impact Statement to the City of Los Angeles to reflect these recommendations.

Full Name

wilson gee

Organization/Affiliation

Historical Cultural North Neighborhood Council

Please provide your email if you would like to be notified when the Draft EIR is available.

gee.hcnnc@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: Cortez, Michael <CortezMic@metro.net>
Sent: Monday, November 23, 2020 9:47 AM
To: Kibriya, Fareeha
Cc: Jusay, Anthony
Subject: [EXTERNAL] FW: Ariel Gondola

Good Morning Fareeha,

As I was looking back at my emails on the project I came across this email which I don't believe I sent to you. It was from Valerie Garcia who is with the El Pueblo Merchants Association. Thought this should also be recorded during scoping period.

Best,

Michael

From: Valerie <vgarcia021@aol.com>
Sent: Monday, October 5, 2020 11:40 PM
To: andrea.conant@consensusinc.com; Cortez, Michael <CortezMic@metro.net>
Cc: arturo.chavez@lacity.org
Subject: Re: Ariel Gondola

Hi Andrea and Michael,

Thanks for reaching out.

Just a little background:
My family has been on Olvera Street since 1930. We are celebration our 90th year.
I also serve on the Historic Cultural North Neighborhood Council.

We are cautiously optimistic to see that this project is going through. It should bring more people to the area.

That being said however, we have two **major** issues with the conceptual drawing:

1. The platform is **too** modern.
It is sitting between two very historical places (El Pueblo and Union Station). Maybe the concept can go from historical at our end to progressively modern, ending at Dodger Stadium. We already have a modern piece that does not fit with Olvera Street/El Pueblo over our mural. It sticks out like a sore thumb. People ask us, "What is that UFO doing on top of one of your buildings?" Just because something is modern does not mean it needs to look modern.
Gentrification is happening all around us but it is our duty/responsibility to preserve this historic core for future generations.

2. The stairway on the west side of Alameda looks like it takes toooo much area away from our Plaza de Dolores and the back area of Olvera Street. We would need to see more detailed designs to be able to determine if any changes need to be made before it impact us.

We really need to see if we can get changes made in these two areas to help preserve **our historic core**.

The merchants are willing to host a meeting with LA ART when they have time.

Please let me know if you need anything else from us.

Valerie Hanley
Casa California (W-10 Olvera St.)
(C) 213-716-1373

-----Original Message-----
From: Andrea Conant <andrea.conant@consensusinc.com>
To: Carvajal, Elizabeth <CarvajalE@metro.net>; Valerie <vgarcia021@aol.com>
Cc: Cortez, Michael <CortezMic@metro.net>; Abraham Mercado <Abraham.Mercado@consensusinc.com>; Contact LA ART <hello@laart.la>
Sent: Mon, Oct 5, 2020 10:32 am
Subject: Re: Ariel Gondola

Thanks Elizabeth. Hello Valerie, my colleague Abraham Mercado tried to reach out to you but it appears we had the wrong number on file. He will be reaching out to you shortly.

Thank you,

Andrea

_____
Andrea Conant
Consensus
213.802.1115 (d)
213.255.1176 (m)

From: "Carvajal, Elizabeth" <CarvajalE@metro.net>
Date: Monday, October 5, 2020 at 9:46 AM
To: Valerie <vgarcia021@aol.com>
Cc: Michael Cortez <CortezMic@metro.net>, Andrea Conant <andrea.conant@consensusinc.com>
Subject: RE: Ariel Gondola

Hi Valerie,
I hope that you are well. I want to connect you with Andrea Conant (copied) from the team that is leading this project. She will be able to provide more project information and advise on how you can provide input.
Best,
Elizabeth

From: Valerie <vgarcia021@aol.com>
Sent: Friday, October 2, 2020 5:34 PM
To: Carvajal, Elizabeth <CarvajalE@metro.net>
Subject: Ariel Gondola

Hi Elizabeth,

Do you have any information for the Ariel Gondola project?

The rendering on the short video has many of us very worried. Such a modern structure in between to very historic places.
A stairway that covers up part of the back of Olvera Street.

Any help would be appreciated.

Valerie Hanley
(C) 213-716-1373

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:09 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Discover Torrance - Dodger Stadium Gondola Project [ref:_00Df42UDS._5005GZuX57:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Debbie Hays [debbie@discovertorrance.com]
Sent: 11/16/2020, 3:57 PM
To: laart@metro.net
Subject: Discover Torrance - Dodger Stadium Gondola Project

Good afternoon, Mr. Zelmer!

My name is Debbie Hays, and work with Discover Torrance, our City's Visitors' Bureau, and we frequently partner with Los Angeles. We are excited for the Dodger Stadium Gondola Project, however, are very concerned if the station location ends up being proposed in the 34-acre Los Angeles Historic State Park (LASHP), itself. To create a transportation station at the entrance to LASHP, destroys the recreational use of the park and permanently obstructs the use of public space. It also would take away a nationally awarded work of art called "Monument to Sharing." We don't have enough greenspace, and this is a destination that offers open green space for everyone to share, every day.

The goal, of course, is to connect communities, not destroy this once-in-a-lifetime-opportunity that, through grassroot efforts, brought a park and culture to some of the most underserved, park-poor communities in the heart of the nation's second largest city in the United States.

Therefore, I strongly oppose the Spring Street station proposal, but . . . I can support the Broadway Street station, as a vibrant choice for a new downtown.

Thank you for your consideration of my thoughts on placement of the Station location.

Sincerely,

Debbie Hays ☺
Sales/Community Relations

DISCOVER TORRANCE So Cal

C: 310.561.7806
E: Debbie@DiscoverTorrance.com
W: DiscoverTorrance.com

ref:_00Df42UDS._5005GZuX57:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 8:51 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net; zelmerc@metro.net
Subject: [EXTERNAL] Comment & Virtrual Open House website [ref:_00Df42UDS._5005GZuRp2:ref]

FYI-Comment

Also the virtual open has concluded as the comment has stated but on our website we said by 11:59pm today. I just checked and it says it is closed. Will we be getting it back up or can this be an issue if we need to keep up an extra day?

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Susan Karat MacAdams [susan.macadams@gmail.com]
Sent: 11/16/2020, 8:02 AM
To: langstonc@metro.net; kbarger@lacbos.org; mayor@cityofinglewood.org; sheila@bos.lacounty.gov; councilmember.krekorian@lacity.org; fasanaj@accessduarte.com; robert.garcia@longbeach.gov; markridley-thomas@bos.lacounty.gov; councilmemberkevin.deleon@lacity.org; firstdistrict@bos.lacounty.gov; laart@metro.net; mike.bonin@lacity.org; anajarian@ci.glendale.ca.us; washingtonp@metro.net; cmaryland@ward-edc.org; mayor.garcetti@lacity.org
Cc: rlm@m-consultants.net
Subject: FATAL FLAWS AERIAL TRAMWAY UNION STATION TO DODGER STADIUM

Attached please find comments regarding the Aerial Tramway Proposal from Union Station to Dodger Stadium (LA ART).

There are several web links embedded in the comments which connect the reader to the referenced material. Unfortunately, the Metro web connection for the LA ART Virtual Open House Meeting has been turned off prematurely, so any reference to that link will lead to an error message.

The LA ART fact sheet is still opening, but does not contain the same information:
https://media.metro.net/2020/ART-Factsheet.pdf

Thank you for your attention to this matter.

Susan Karat MacAdams
Vice President, Train Riders Association of California, TRAC
Board Secretary, Los Angeles Union Station Historical Society, LAUSHS
Track and Alignment Specialist

ref:_00Df42UDS._5005GZuRp2:ref

From: Susan Karat MacAdams
3404 Harford Rd.
Baltimore MD 21218
susan.macadams@gmail.com
443-557-8283

November 16, 2020

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

RE: FATAL FLAWS in the Aerial Rapid Transit Project from Union Station to Dodger Stadium

Dear Mr. Zelmer,

On Thursday, October 22, 2020, Metro held an Open House to begin the process of conducting an Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit Project, a proposed fixed guided tramway from Union Station to Dodger Stadium.

Project description: https://laartvirtualopenhouse.org

Enclosed are my comments regarding this proposal. In summary, the current design of the Aerial Rapid Transit Project (referred to here as "Tramway") contains so many fatal flaws, it appears infeasible as a new transportation corridor. As a solution, consider renewing the shorter Dodger Stadium tramway design from 1990 which only carried passengers up the steep hillside of Chavez Ravine to the Dodger Stadium parking lot and was to be built a thousand feet south of the current proposal's location. To reach this tramway, fans exited the Chinatown Gold Line Station, walked a pedestrian corridor through Chinatown and crossed a pedestrian only bridge over the Pasadena Freeway; the pedestrian only infrastructure is currently in place.

Formerly, I was the High Speed Rail Planning Manager at Metro and track and alignment engineer for the Red, Blue and Green Lines. Prior to that experience, I worked in construction and design of subway and light rail projects in Baltimore, Boston, and Washington DC.

I am currently the Vice President of the the Train Riders Association of California (TRAC) and am their Washington DC Representative. Also, I am the Board Secretary for the Los Angeles Union Station Historical Society (LAUSHS). Both sets of boards are Section 106 Consultants designated by the Federal Railroad Administration. Consulting party status entitles the participant to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together. We actively continue to provide comments regarding any proposed changes to the Los Angeles Union Station's Nationally recognized historic property.

BACKGROUND ON DODGER STADIUM TRAMWAY, NEWS ARTICLES

The expense of Metro's effort for the Tramway EIR is being reimbursed by Frank McCourt's investment firm. The gondola's drop-off station would be at the Dodger Stadium on private land; McCourt owns a 50 percent stake in this land which is currently being used as parking lots for the stadium. Below are news articles of interest.

Ross Zellen, *B/R Sports* (March 29, 2012)
https://bleacherreport.com/articles/1120695-dodgers-sale-details-mccourt-still-owns-the-parking-lots-fans-need-to-resist

> "The most important thing is to not give more money to Frank McCourt. Forcing him out by not letting his "economic interest" have any pull in Chavez Ravine, or even Los Angeles as a whole, will be the true end to his destructive era and the real ushering in of a new Dodger franchise."

Bill Shaikin, *LA Times* (May 4, 2012)
https://www.latimes.com/sports/la-xpm-2012-may-04-la-sp-0505-dodgers-land-20120505-story.html

> The Dodgers' new owners will pay $14 million per year to rent the parking lots from an entity half-owned by Frank McCourt, according to land-use documents intended to "facilitate the orderly development" of the property surrounding Dodger Stadium.
>
> The potential uses for the property include shops and restaurants, homes and offices, and another sports venue, according to documents obtained Friday by The Times. The documents also discuss the possibility of parking structures on the land….citing as examples the restaurants and clubs surrounding AT&T Park in San Francisco and Petco Park in San Diego.

Brittany Martin, *Los Angeles Magazine* (August 10, 2018)
https://www.lamag.com/citythinkblog/gondola-proposal/

> Aerial Rapid Transit Technologies—a company founded by Drew McCourt, the son former Dodgers owner Frank McCourt, who is also a major investor—submitted the plan through Metro's Unsolicited Proposals policy.
>
> "We take seriously any idea that provides a good alternative to driving, and we're eager to consider this proposal from the private sector and advise our Metro Board accordingly," Metro CEO Phillip A. Washington wrote in a statement about the gondola plan.
>
> It's not the first time a tramway to Dodger Stadium has been proposed. The idea was first floated in a 1990 study of transportation options for Dodger Stadium conducted by the Los Angeles County Transportation Commission, but, back then, nothing really happened with the idea.

1990 TRAMWAY STUDY TO DODGER STADIUM

From my prior knowledge of the history of Metro track alignments, around 1990, one of the reasons for choosing the current location of the Chinatown Gold Line Station (and there were many alternatives) was the proposed tramway connection to Dodger Stadium as was cited in the above Los Angeles Magazine article. This tramway would have collected passengers on the west side of the Pasadena Freeway near Lookout Drive and Stadium Way and carried passengers up Chavez Ravine to the stadium parking lot. To gain access to the tramway, fans crossed a pedestrian-only bridge which still exists today and is shown on Dodger Stadium maps as "Pedestrian Bridge to Chinatown Metro."

Dodger Stadium map showing "Pedestrian Bridge to Chinatown Metro," see lower right corner:
https://dodgers.mlblogs.com/dodger-stadium-parking-and-transportation-2015-36f5a40bfb26

This would be an extremely challenging tramway option without a pedestrian bridge currently in place and in use over the freeway. The planning and construction of any bridge over any freeway takes many years of effort and many millions of dollars. During my tenure as the High

Speed Rail Planning Manager at Metro, I investigated this pedestrian bridge and believe it was constructed by the Los Angeles Bureau of Engineering (BOE). In addition, several Metro staff remembered the previous tramway effort and their input has been added here; these ideas are not mine nor are they new.

To reach this shorter tramway, passengers would leave the Chinatown Station through the mezzanine level of Blossom Plaza (which did not exist until recently), cross Broadway at the pedestrian crosswalk and continue through the center of Chinatown Plaza. Continuing on this pedestrian-only path towards the stadium, maybe after a good meal and a few souvenirs, the fans would cross Hill Street, continue on the next pedestrian-only path through another shopping plaza and follow Chung King Road. They would cross Yale Street and climb a wide spiral ramp to reach the pedestrian bridge over the Pasadena Freeway. Today the bridge is primarily used by the students of Cathedral High School and their track team.

The bridge would need renovation, but appears structurally sound. There is more on that topic at the end of this report.

Unfortunately, access to the foot bridge from the end of Chung King Road is currently blocked by two small apartment buildings. Metro apparently owned these parcels on Yale Street for a long time, waiting for the initial tramway project to be completed but sold them about a decade ago.

The smaller tramway project failed because of the opposition from the vendors at Dodger Stadium. Today, the Chinatown community could combine with the adjacent gentrified urban dwellers to support this worthy tramway alternative.

FATAL FLAWS IN THE 2020 AERIAL TRAMWAY DESIGN

Whenever there is a single fatal flaw in a proposal, the plans are shelved and the public never sees the project. This new proposal should have been shelved. It is not innovative, it is invasive and destructive of the existing infrastructure. The additional burden of maintenance, repairs, infrequent and irregular use of gondola cars, sudden changes in the Dodger schedule that result in sudden changes in tramway operating hours, any one of these reasons should be sufficient to bring any further study of the new Aerial Tramway to a halt.

Currently, Metro uses transit buses to take fans to Dodger Stadium for free, as long as they have a ticket. The bus ride takes 15 minutes and is one mile in length; the buses depart from the front of Union Station in the shade of the old ticketing concourse. On average, less than 5,000 people use the bus per game. Each bus holds 80 crammed Dodger fans, which means 60 busloads per game. After the game, the buses are driven back to the maintenance yard where they are cleaned and serviced. The new Tramway will remain in place after each game like a white elephant occupying a lot of space and requiring a lot of maintenance outside of a standard maintenance facility.

Who cleans the gondola cars? Do workers arrive in the middle of the night with mops and buckets? Do they have to re-start the Tramway to gain access to clean each vehicle? Who checks and services the operating system? Where is your shop for repairs? Up in the air? There is no need for the time and expense of an Environmental Impact Report (EIR) for the Tramway Project. There are too many fatal flaws. Six major flaws are listed here.

1.) HAZARDS
The existing LAPD helicopter flight patterns conflict with Tramway support towers and cables, potentially resulting in catastrophic accidents

Helicopters throughout Los Angeles frequently use the airspace above freeways to travel from place to place. Some helicopters are private but many are on official business for the purpose of checking traffic, weather and emergencies.

Hooper Heliport, located on the roof of the Piper Technical Center, is the world's largest rooftop helicopter airport. This facility is adjacent to Union Station and is home to the Los Angeles Police Department's (LAPD) Air Support Division, the largest metropolitan police aviation unit in the United States.

When LAPD helicopters depart Hooper Heliport to follow the Pasadena Freeway corridor, they fly northward away from Union Station on a similar path as the proposed Tramway route from Union Station to Dodger Stadium. The first new obstacle in the path of the LAPD helicopter will be at Alameda and Alpine Streets where a tall support structure will be built, similar to a high voltage tower. Gondola cables will stretch from the this tower across six lanes of Alpine Street, over the Gold Line aerial structure, to the next support tower beyond the Homegirl Cafe. The cables must be high enough over the Gold Line structure to clear the electrical catenary wires.

To raise the tramway higher than the Gold Line catenary system, the support towers must be at least 200 feet tall. The bottom of the gondola car must be of a sufficient distance so an arc of electricity produced by the catenary does not fry the gondola passengers. Hot weather will cause the Tramway cables to sag and the support columns must be tall enough to accommodate that sag.

These large metal support towers will stand directly across the street from the eight story Metro Apartments on Alameda. The residents of the building will be able to clearly see the faces of passengers in the gondola cars. Were the tenants of THE METRO@Chinatown Apartments notified of the Tramway public meeting? What about Homeboy Industries? The Tramway will fly right over the roof of the Homegirl's restaurant and large bakery. Both the Metro apartment dwellers and Homeboys will be severely impacted during the construction of the Tramway.

Another dangerous airspace obstacle will be the cable wires above the Pasadena Freeway at Bishop Road. The support towers will be much higher than those near the Homegirl Cafe. During the public presentation, the Portland Tramway was shown as an example of an aerial tram. In a similar aerial climb, the tramway system in Oregon uses 500 foot tall support columns. The height of the support structures for the Dodger Stadium Tramway could easily be as high as Portland's. The terrain certainly is similar to Portland. See photo below.

https://en.wikipedia.org/wiki/Portland_Aerial_Tram#/media/File:PortlandTramCar3.jpg

General aviation rules prohibit helicopters from flying below 500 feet. This airspace regulation is governed by the Federal Aviation Administration (FAA). But the LAPD helicopters have an exception to that rule and they are allowed to fly lower than 500 feet for purposes of surveillance and emergencies.

LAPD helicopters cannot share the same airspace with Tramway support columns and the cable wires, either at day or at night. The results could be catastrophic. This is a fatal flaw.

Many different organizations use the airspace corridors such as the Los Angeles Fire Department, Fox News, ABC, CBS and NBC. In order to change the airspace rules, the FAA should have been contacted previous to any public meeting. It takes ten years for the FAA to give their approval for revisions to the airspace; each affected party will have to accept the new regulations, which, given the emergency use of this corridor, seems infeasible. This is a fatal flaw.

Why wasn't the Tramway project discussed internally at Metro with the LAPD prior to beginning the expensive process of conducting an EIR? This is a fatal flaw.

Hooper Heliport can easily be seen from the 22nd floor of Metro's Headquarters at One Gateway, the same floor as Project Manager Cory Zelmer's office. Could Mr. Zelmer please look out the window to determine if the heliport is still in operation?

2.) TRANSPORTATION
Ridership numbers don't add up

From the proposal: "The Project would have a maximum capacity of approximately 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes."

No other aerial system in the world can carry that many people except Disneyland. If the Tramway moves 5,500 people per hour and each car holds on average 35 people, 160 gondola cars will be needed for passengers per hour (35 passengers x 160 gondola cars= 5,550 passengers). That means each gondola car arrives and fills with passengers every twenty seconds. Each time a gondola car arrives at Dodger Stadium, it must also empty every twenty seconds. Each trip potentially will include children, the elderly and handicap, people who don't drive. This is a fatal flaw. This is not Disneyland. This sounds dangerous. Not enough people can travel on this system to warrant the time and expense of an EIR.

3.) TRANSPORTATION
The proposal displays misinformation about the convenience of using Union Station to transfer to the Alameda Tramway Station

From the public meeting: "LA ART is proposed to directly link Dodger Stadium to the Los Angeles region's public transit system via the regional transit hub at Union Station connecting to Metro's B (Red), L (Gold), and D (Purple) Rail Lines, the upcoming Regional Connector with connections to the A (Blue) and Metro E (Expo) Lines, as well as Metrolink, Amtrak, and supporting bus, bicycle, and pedestrian connections."

The entrance to the Tramway is located on Alameda Street about 800 feet from Union Station platforms. From the proposal, it is estimated that over 10,000 passengers would disembark from trains and exit Union Station through the confusing array of the passenger tunnel, the waiting area, out the front door and along Alameda Street to the Tramway Station located in a public right-of-way outside the perimeter of Union Station property. There is not a one way flow of Dodger fans; there is cross traffic from commuters, tourists and business people.

On baseball evenings, Alameda street is generally full of cars locked in rush hour traffic. Parents with children will have to navigate through this maze, maybe for the first time in their lives, and walk along a crowded sidewalk to reach the Tramway entrance and pay their fare, then climb stairs and ramps to wait in line with thousands of people, while below, cars are still stalled in traffic, until the family reaches the platform and is rushed into a gondola car.

The distance traveled is not a simple platform transfer within Union Station. This is not a safe design for families. And when the families return home, it will be dark, walking back to Union Station might not be as friendly as in the daylight.

Therefore, the above quoted statement from the initial presentation misleads the public into believing that transferring to the Tramway is as pretty as the picture on page 25, "Los Angeles Union Station Alameda Station." Passengers walking along Alameda Street will find a very different picture. The sidewalks will not be as wide. There will be no plaza, no fountain. There will

be no trees. There will be no drop off lane as shown. Metro's Esplanade Project Managers received comments as early as January 2017 from the LAUSHS Board Members regarding the elimination of traffic lanes and existing underground utilities. Metro Managers responded that they did not have to discuss traffic reduction with the city's emergency services, or investigate large utilities because it was not part of their Environmental Review process.

At the October 2020 Metro Board Meeting, the Esplanade project was severely scaled back by the LADOT, a municipal agency that oversees transportation planning, design, construction, maintenance and operations within the city of Los Angeles. The LADOT should have been consulted three years earlier about changing Alameda Street by removing and reconfiguring several lanes of traffic. They were not.

In addition, the Tramway Station is supported by a center column which blocks one lane of traffic on Alameda. As stated, the Tramway cannot block any lanes of existing traffic on Alameda. Without the road diet proposed by the Esplanade project, Alameda street will be wider than your rendering and the structural supports for the Tramway platform must be located on each side of the street. Unfortunately, the existing sidewalk is too narrow for both pedestrians and large support columns. This is a fatal flaw.

In addition, the tunnels for the Red Line subway are located near the proposed location of the Alameda Tramway Station. Tramway stations need a huge wheel house for the gondolas and a counter-weight for the guideway cables. It is unlikely that the street can carry that load without transferring some of the load to the subway tunnels. Potential fatal flaw.

4.) HAZARDS
Large storm drain beneath sidewalk on Alameda will prevent construction of the Alameda Tramway Station

In the rendering of the Tramway station platform on page 25, trees are shown on the Union Station side of Alameda. This is not possible as there is an 8 foot storm drain directly under the sidewalk which prevents the planting of trees. This storm drainage system that surrounds Union Station was built in 1932 by William Mulholland and is crucial for the drainage of storm water away from City Hall and prevents Alameda from flooding. Unfortunately for designers and developers, this large storm drain system, which surrounds Union Station on three sides, creates a kind of dog collar constraint for any future of development in the area.

Large support columns for the Tramway Station cannot be built on top of this storm drain on the east side of Alameda nor can they block the circulation on the sidewalks. Fatal flaws.

5.) TRANSPORTATION AND TRAFFIC
Metro's presentation states the Tramway would be good for, "reducing traffic congestion and expanding mobility options for transit riders." This is a false statement. The Tramway proposal will be primarily for 80 home games during Dodger baseball season. The Tramway support columns through Chinatown will block traffic all the time. The Tramway will not reduce traffic congestion during most days and nights when there is no baseball game. Please revise this statement. Passengers can more easily use the Gold Line or buses to reach the same destinations. This misleads the public and is a fatal flaw.

6.) TRANSPORTATION
A large tramway transfer station will be built at Los Angeles State Historic Park or on Bishop Road and Broadway which is unacceptable.
The Tramway alignment has two alternatives, each turn onto Bishop Road. A station stop will be located at the turn and a very large turning house will be required. See photo. This turning

house will be built either inside the perimeter of the Los Angeles Historic State Park or at the



corner of Broadway and Bishops Road. This is unacceptable. This is a fatal flaw.
Photo: Corner station in Hong Kong: http://gondolaproject.com/cornering/

SUMMARY

Even one fatal flaw is sufficient to stop a project from further study. When there are numerous fatal flaws, the only solution is the “No Build” alternative. There is no need for the expense of an EIR for this Aerial Tramway design: the facts don’t add up.

There is a solution, to build the shorter tramway proposed in 1990, the existing infrastructure is still in place. After the Regional Connector opens through downtown Los Angeles, passengers from Long Beach will have a single ride to the Chinatown Station, with no transfer at Union Station needed. After the Gold Line opens to Claremont, the passengers from the San Gabriel Valley will be happy to get off the train after an hour ride and take a walk and have a good meal. Passengers traveling on the Red Line, EXPO, Metrolink and Amtrak can easily transfer at Union Station to the Gold Line, no need to leave the station and walk out to Alameda Street.

It’s taken so long to build the entire light rail system, it seems the original intent of the pedestrian bridge over the freeway to Dodger Stadium and its connection to the Gold Line Station has been forgotten. To encourage more pedestrian movement, a set of stairs could be added to the steep hillside of Chavez Ravine, potentially weaving back and forth underneath the tramway. The steps should be wide and well lit, with drought tolerant landscaping, standard practice these days. The steps could remain open during the day for the community to use, and on game nights, the step challenge could encourage fans to try a cardiovascular workout instead of waiting for the tramway; it’s about a ten story climb.

Metro’s First Last Mile Strategic Plan (March 2014) included “Pathway Guiding Principles” to consider when designing walking and bicycling paths to reach Metro Rail stations. The plan identified five “values” for path design: safe, intuitive, universally accessible, efficient and fun.

These design concepts can each be found along the existing pedestrian-friendly walkways in Chinatown and will encourage people to take the train to Dodger games. The total walking distance from the Chinatown Station to Dodger Stadium is less than one-half mile.

The anticipation and thrill of the game is universal, and when any first timer exits the Chinatown Station, they will be swept along with the Dodger Blue jerseys to follow this existing pedestrian path. They won't get lost.

With McCourt's plans, the Dodger parking lot could still be developed with shops and restaurants, hotels and bars. Some of the residents of Echo Park will oppose the increase in traffic, but others will prefer the convenience of the new shops and restaurants; it would be beneficial for the Developers to strike a compromise within the surrounding communities.

Anyone interested in the former Metro tramway proposal should take a stroll through Chinatown along the pedestrian path towards the bridge. The pedestrian-only crosswalks at Broadway and Hill should be a model for all other pedestrian crossings at transit stops on the Metro system; there's room on the sidewalks for over a hundred fans to wait at the same time. By placing the crosswalks in the middle of the block, there is no danger from vehicles turning at an intersection onto a pedestrian.

The bridge should be renovated, new security added, with colored lights illuminating the new walking surface, see the example below. There can be only one color choice and that is Dodger Blue. Even so, there are lighting designs that produce rainbow effects that could be used on game nights. This would keep the children happy while waiting for their turn on the tramway.



The Meydan pedestrian bridge in Dubai glows neon Dodger Blue

Susan Karat MacAdams
Vice President, Train Riders Association of California (TRAC)
Board Secretary, Los Angeles Union Station Historical Society (LAUSHS)

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:51 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW comments re NOP for proposed Los Angeles Aerial Rapid Transit Project [ref:_00Df42UDS._5005GZuWcy:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Nagami, Damon [dnagami@nrdc.org]
Sent: 11/16/2020, 2:49 PM
To: laart@metro.net
Cc: marissa@folar.org; julia.meltzer@clockshop.org
Subject: comments re NOP for proposed Los Angeles Aerial Rapid Transit Project

Dear Mr. Zelmer:

Thank you for the opportunity to submit the attached comments on the Notice of Preparation of an Environmental Impact Report for the proposed Los Angeles Aerial Rapid Transit Project. We appreciate your consideration of our views.

Best regards,

DAMON NAGAMI
Senior Attorney, Nature Program
Director, Southern California Ecosystems Project

NATURAL RESOURCES
DEFENSE COUNCIL
1314 SECOND STREET
SANTA MONICA, CA 90401
T 310.434.2300
F 310.434.2399
DNAGAMI@NRDC.ORG
NRDC.ORG

Please save paper.
Think before printing.

ref:_00Df42UDS._5005GZuWcy:ref



Clockshop



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

RE: Comments on Notice of Preparation of an Environmental Impact Report for the Proposed Los Angeles Aerial Rapid Transit Project

Dear Mr. Zelmer,

On behalf of Clockshop, Friends of the Los Angeles River, and the Natural Resources Defense Council, we appreciate this opportunity to comment on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Los Angeles Aerial Rapid Transit Project. Our organizations have long stood alongside communities to advocate for, create, and protect the public lands that surround the Los Angeles River. We have deep ties to Los Angeles State Historic Park (LASHP) and a vested interest in seeing it successful as an asset for the community and the river.

We understand from the NOP that two potential route alignments for the Project are being proposed: a Broadway alignment that follows Alameda, then Broadway, and makes a 90 degree turn at Bishops Road (where a station would be located) to Dodger Stadium; and a Spring Street alignment that follows Alameda, then Spring Street and makes a 90 degree turn at about Ann Street to fly over LASHP up to Dodger Stadium. The latter would appear to call for a sizable footprint on public lands and impact public viewsheds that define the character of the state park. Neither option would appear to create any equitable improvement to public transportation for the surrounding communities.

In general, the NOP provides very little in terms of specific details about the proposed project. Based on the information that is presented in the NOP, our greatest concerns – and the areas where Metro should be sure to focus when preparing the draft EIR for the Project – are as follows:

1. Scale and mass of the station design. We are concerned about the enormous scale and mass of the proposed passenger station. Based on our preliminary understanding

of the physical considerations of a high capacity, high speed gondola—including the need for a 90 degree turn at the Spring Street station, the need for a sizable footprint to allow on- and off-loading via stairs, escalators and escalators, and the renderings provided in the LA-ART presentation—we estimate that a Spring Street Station could be approximately 75 feet tall, or as tall as a nine story building. Our understanding is that a tower could be located within 300 feet of the Visitor Pavilion and the Ranger Station, which are the major installations in the park—and yet the tower could be roughly four times as tall as these structures. In order to fully understand the potential visual and operational impacts to LASHP, the public needs much more information about the Project, including more accurately rendered and scaled plans.

2. Obstructing the viewshed. Dangling three cables and gondola cars across the park perpendicular to the long axis at its widest point may provide a negative visual impact on public lands. LASHP could lose its iconic views of the downtown Los Angeles skyline. Again, more detailed renderings need to be produced in order for the public to understand the impact of this Project on the viewshed.

3. Impact on surrounding neighborhoods. The proposed Project does not appear to solve the longstanding problem of how people from the surrounding neighborhoods get to LASHP. A crosswalk and improved DASH bus service should be the priorities before a gondola is considered.

Thank you for considering our comments, and please keep us apprised as to when the draft EIR is available for review.

Best regards,

Julia Meltzer
Executive Director
Clockshop
julia.meltzer@clockshop.org

Marissa Christiansen
Executive Director
Friends of the Los Angeles River
marissa@folar.org

Damon K. Nagami
Senior Attorney
Natural Resources Defense Council
dnagami@nrdc.org

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Thursday, November 12, 2020 1:26 PM
To: Kibriya, Fareeha; andrea.conant@consensusinc.com
Cc: jusaya@metro.net; zelmerc@metro.net
Subject: [EXTERNAL] Letter re: LA Aerial Rapid Transit NOP [ref:_00Df42UDS._5005GYxCaV:ref]
Attachments: 2020_11_07 Letter to Cory Zelmer_pdf.html

Hi Fareeha and Andrea,

I am flagging this particular comment since they requested a meeting and its from State Park

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Patricia Pérez [patricia@vpepr.com]
Sent: 11/10/2020, 4:38 PM
To: laart@metro.net
Cc: avought1954@gmail.com
Subject: Letter re: LA Aerial Rapid Transit NOP

Attached you will find Los Angeles River State Park Partners', a nonprofit organization dedicated to the support of the three California State Parks along the Los Angeles River (Los Angeles State Historic Park, Rio de Los Angeles State Park, and the Bowtie Parcel), response to the NOP for the Los Angeles Aerial Rapid Transit project.

We welcome the opportunity to meet with you to discuss these concerns. We look forward to working constructively with you and the developers throughout this public process.

Sincerely,

Patricia Pérez
Chair

patricia@vpepr.com
(626) 390-6444

LOS ANGELES RIVER State Park Partners

ref:_00Df42UDS._5005GYxCaV:ref

LOS ANGELES RIVER
State Park
Partners

November 10, 2020

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

Dear Cory:

The Los Angeles River State Park Partners, a nonprofit organization dedicated to the support of the three California State Parks along the Los Angeles River (Los Angeles State Historic Park, Rio de Los Angeles State Park, and the Bowtie Parcel), has reviewed the Notice of Preparation for the Los Angeles Aerial Rapid Transit project. We are writing to communicate some of our specific concerns, as detailed below. Our cooperative association's mission is to advocate on behalf of our State Park lands. We request the issues we raise be addressed in planning processes and future decisions for the Los Angeles Aerial Rapid Transit project by the developer and LA Metro.

While we appreciate the inclusion of the statement in the NOP that "public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park," we are concerned about many aspects of the proposed gondola system.

Our concerns are heightened by the limited specific discussion of LA ART's impacts on the park. We have repeatedly asked the LA ART team for additional information, most specifically the exact size, configuration and design scheme of the station on Spring Street. In light of the lack of information, the only responsible response is for us to voice our strong reservations.

We ask that the LA ART project and its impact on Los Angeles State Historic Park (LASHP) be considered in the context of the history of the park in the Northeast Los Angeles neighborhoods it serves and the City of Los Angeles.

In 1999, the erstwhile Southern Pacific railyard was considered for industrial development. Developers aligned with city officials and promoted the 32-acre site for light industrial development under the guise of creating a few big-box jobs. The community and environmental groups organized to form the Chinatown Yard Alliance, which demanded that a park and open space be built on that space. California State Parks stepped in to acquire the parcel and worked closely with the community to address the community's need for open space. The final park was opened on Earth Day 2017.

Given the history of a multi-decade fight to establish parkland and open space as an alternative to private development, the damage to the park which would be caused by the LA ART project is especially concerning.

Los Angeles State Historic Park is now a gem among the State Parks in the Los Angeles area and a national model for urban parks. But the State's major investment that made LASHP possible may be at risk if private interests are allowed to spoil the public good represented by the park.

Based upon what we have seen of the proposed LA ART project, we are strongly opposed to the Spring Street Alternative and favor the Broadway Alternative.

Following review of the NOP to prepare a Draft EIR for the project, we ask that the following be considered:

1. Scale and mass of the station design. We are most concerned by what we understand to be the huge scale and mass of the station on the proposed Spring Street Alignment. Based upon our preliminary understanding of the physical considerations of a high capacity, high speed gondola, including the need for 90 degree turn at the Spring Street station, the need for a sizeable footprint to allow on and off loading via stairs, escalators and elevators, and the renderings provided in the LA ART presentation, we conclude that the Spring Street Station would be approximately 75 feet tall, or as tall as a nine story building. The tower will be located within 300 feet of the Visitor Pavilion and the Ranger Station which are the major installations in the park, yet the tower will be roughly four times as high as these structures;

2. Obstructing the viewshed from the park. Dangling three cables and large gondola cars across the park perpendicular to the long axis of the park – envisioned by the Spring Street Alignment -- maximizes the negative visual impact on the viewshed of the park. Los Angeles State Historic Park will lose its iconic view of the downtown Los Angeles skyline; these unobstructed and spectacular views are now being promoted as a gondola benefit.

   In addition to destroying the iconic views of the Los Angeles downtown, the cable system would ensure it is no longer possible to fly kite or offer similar recreation activities at the Los Angeles State Historic Park, long a favorite activity of park visitors;

3. Architectural style of the station. We have no specific design information of the design aesthetic of the Spring Street Station, however if it replicates the bird-in-flight motif of the Alameda and Dodger Stadium stations then it will be in jarring contrast to the design of the Los Angeles State Historic Park;

4. Public safety and nuisance control. We are very concerned that the Spring Street Station would encourage pre and post-game partying and tailgating at Los Angeles State Historic Park, with a concomitant increased need for public safety and maintenance at the park;

5. Parking. A Spring Street Station, without an associated parking facility, would increase parking problems in the Mission Junction neighborhood;

6. Pedestrian safety. The section of Spring Street between Ann and Sotelo streets where the Spring Street Station is planned has a long-standing problem with pedestrian safety. Spring Street is a high-traffic arterial and the lack of any pedestrian crossing between College and Wilhardt Streets has made crossing hazardous for all residents of Mission Junction who want to visit LASHP, especially the students of Ann Street Elementary School and residents of the William Mead Homes. The proposed station at this location will exacerbate the serious pedestrian safety problem;

7. Impact on nature. The natural resources of the 32-acre Los Angeles State Historic Park are an important constituent element of the Los Angeles River ecosystem which is connected at the eastern end of the park. Potential impacts to wildlife and plants should be studied during and post construction;

8. Impetus for gentrification. The neighborhoods surrounding Los Angeles State Historic Park struggle with gentrification and disproportionate impacts on our communities. The gondola would exacerbate the gentrification process.

We are concerned about the potential negative impacts of the proposed Los Angeles Aerial Rapid Transit project on Los Angeles State Historic Park, which we view as the greatest threat to Northeast Los Angeles open space in over 20 years. If the project were to advance, we would favor the Broadway Alternative.

We welcome the opportunity to meet with you to discuss these concerns and our information requests. We look forward to working constructively with you and the developers throughout this public process.

Sincerely,

Patricia Pérez, Board Chair
Los Angeles River State Park Partners

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:05 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Support for Los Angeles Aerial Rapid Transit Project [ref:_00Df42UDS._5005GZuXZq:ref]
Attachments: scan_pdf.html

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Suzette Rivera [srivera@networkmedicalmanagement.com]
Sent: 11/16/2020, 6:34 PM
To: laart@metro.net
Cc: david.louie@cbrela.com; ksim@networkmedicalmanagement.com; hello@laart.la
Subject: Support for Los Angeles Aerial Rapid Transit Project

Dear Mr. Cory Zelmer,

See attached letter in support of the Los Angeles Aerial Rapid Transit Project.

Sincerely,

Suzette B. Rivera
Executive Assistant to Dr. Kenneth Sim
Adminstration
Network Medical Management / Apollo Medical Holdings
1668 S. Garfield Ave., 2nd Floor, Alhambra, CA 91801
Email: SRivera@NetworkMedicalManagement.com
T 626. 586. 4213 | **F** 626. 943. 6324

This electronic message transmission, including any attachments, contains information from Network Medical Management which may be confidential or privileged. The information is intended to be for the use of the individual or entity named above. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the contents of this information is prohibited. If you have received this electronic transmission in error, please notify the sender immediately by a "reply to sender only" message and destroy all electronic and hard copies of the communication, including attachments

ref:_00Df42UDS._5005GZuXZq:ref

Kenneth Sim, M.D., F.A.C.S.
Advance Surgeons Medical Group, Inc.
328 So. First Street, Suite F-G
Alhambra, CA 91801

Mr. Cory Zelmer
Deputy Executive Officer
Metro.

November 16, 2020

Dear Mr. Cory Zelmer,

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sincerely,

Kenneth Sim, M.D. F.A.C.S.
President
Advance Surgeons Medical Group, Inc.

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:17 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Public Comment for LA ART [ref:_00Df42UDS._5005GZuXk5:ref]
Attachments: CCSEP Comments_2020_11_16_pdf.html

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Citizens Committee to Save Elysian Park [ccsep.org@gmail.com]
Sent: 11/16/2020, 8:10 PM
To: laart@metro.net
Cc: pmurphy468@roadrunner.com; evr.rosenberg@gmail.com
Subject: Public Comment for LA ART

Mr. Zelmer,

Please find attached our organization's public comment for the proposed LA ART project.

Regards,

Evan Rosenberg
Citizens Committee to Save Elysian Park

Sent via Superhuman

ref:_00Df42UDS._5005GZuXk5:ref

November 14, 2020

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

RE: Comments from Citizens Committee to Save Elysian Park on proposed Los Angeles Aerial Rapid Transit Project

Dear Mr. Zelmer,

The Citizens Committee to Save Elysian Park (CCSEP) is a 100% volunteer-based organization that has served as the caretaker of Elysian Park for over 55 years. Since our inception, we have fought to preserve, restore, and expand the park to ensure that future generations can enjoy and appreciate its splendor. We have partnered with government agencies, other non-profits and community organizations, local businesses, and thousands of citizen volunteers to carry out our mission.

We thank you for the opportunity to submit public comment regarding the proposed Los Angeles Aerial Rapid Transit (LA ART) project:

Traffic from Dodger Stadium plagues the surrounding communities. Despite transit solutions like the Dodger Stadium Express, the problem persists and may be getting worse. Of course, the siting of Dodger Stadium means that the communities surrounding Elysian Park are disproportionately impacted by the congestion, vehicle emissions, noise pollution, limited parking, and litany of other adverse impacts stemming from events at Dodger Stadium that occur throughout the year.

Efforts to reduce congestion in this area should be of high priority and are encouraged by our organization. The proposed LA ART project looks promising in this regard. The project claims to be able to move up to 20% of Dodger Stadium capacity on game days thus providing relief to neighborhood streets, arterial roadways, and freeways during game and special event days.

We view the project's ability to meet these ambitious claims to be essential to its success. A quantitative, demonstrable reduction in traffic congestion should not just be considered a project goal but its minimum requirements. **No project, regardless of funding source, should move forward unless firm commitments to capacity and the ability to take cars off the road can be made**.

Should additional passenger stations be incorporated into the plan, appropriate measures to mitigate traffic and parking impacts in these areas should be included. The use of parking permits and increased enforcement alone will not suffice.

Understanding that the project will operate on non-game days to support congestion reduction and additional access to the stadium, **we would like to see mitigation measures in place to ensure there is not a net increase of stadium traffic on non-game days. These should include restricting access to the stadium by way of gondola only, including employees.**

Finally, we see the proposed project as an opportunity to increase access to Elysian Park for which there are virtually no public transit connections. **We would like to see additional analysis of how the project can contribute towards increasing access to Elysian Park.**

The goals of the proposed project are laudable: Reduce congestion, improve air quality, reduce greenhouse gas emissions, improve access to the stadium. Of course, this project can only be successful if these goals are achieved and the tradeoffs are acceptable by the communities who are most affected.

We appreciate the opportunity to provide public comment and look forward to future iterations of this project as it continues through the planning process.

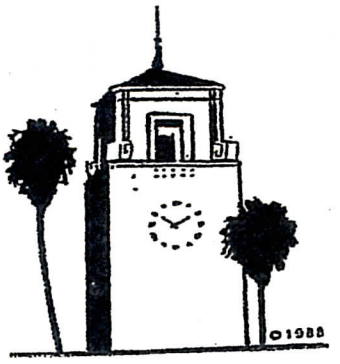
Sincerely,

Philip Murphy

Philip Murphy

President, Citizens Committee to Save Elysian Park

ccsep.org@gmail.com



Los Angeles Union Station Historical Society
PO Box 411682, Los Angeles CA 90041
(626) 799-3925 laushs@earthlink.net
launionstationhs@earthlink.org

November 22, 2020

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

Ref: LA ART EIR Meeting--**Updated**

Dear Mr. Zelmer,

The Los Angeles Union Station Historical Society (LAUSHS) is an FRA Section 106 resource in matters concerning the historic integrity of the iconic Los Angeles Union Station (LAUS), a designated Los Angeles Historic Cultural Monument which is also listed on the National Register of Historic Places. Consequently, LAUSHS recently participated in a virtual meeting with the representatives of the Los Angeles Aerial Rapid Transit (LA ART) who are tasked with fulfilling its mandated Environmental Impact Report (EIR) since the proposed cableway terminal would be in close proximity to LAUS.

During the meeting, several issues and possible remedies were discussed as below:

1) Although LA ART stated that its proposed cableway terminal, to be sited near the junction of Cesar Chavez Avenue and North Alameda Street, would not impinge on the majestic view of the Hispanic Revival/Art Deco facade of LAUS, at 800 North Alameda Street, no comprehensive renderings depicting the exact relationship between the cableway terminal and LAUS were available due to a lack of time. However, LA ART's footprint map of the location indicated to us that the south end of the LA ART terminal impinged on the view of the north end of LAUS' main building. Consequently, it is LAUSHS' opinion that the proposed LA ART terminal location would have a negative visual impact on the historic and cultural integrity of LAUS.

2) The "futuristic" architecture of LA ART's proposed terminal, which is based on the wings of a bird in flight upside down, was presented as being in harmony with other Los Angeles icons including the "Mid Century Modern" LAX airport theme building. It is

LAUSHS' opinion that, although the long vacant LAX theme building is appreciated by many Angelenos, its appearance has been likened to a gigantic tarantula or a hovering sputnik from outer space. Consequently, we believe anything like it has no place in the proximity of LAUS and El Pueblo de Los Angeles Historical Monument (Old Pueblo) across Alameda Street from LAUS.

3) Among the significant architectural features of LAUS are its massiveness and its soaring, curved archways which recall Spain's great cathedrals. Indeed, LAUS has been called a "Cathedral of Transportation" and in fact was once under consideration as an interdenominational cathedral by the Catholic, Episcopal and Methodist churches. Such intrinsically spiritual architecture would seriously argue with the breezy nature of LA ART's proposed cableway terminal.

4) Immediately behind LAUS is Hopper Heliport, the world's largest rooftop heliport. Low-flying helicopters may be at risk from LA ART's cables, and if there is a collision the debris could endanger LAUS, its campus and passengers. The potential level of damage could be catastrophic.

5) The prevailing ambience of LAUS and the adjacent Old Pueblo is that of the Mission Era of Hispanic California (1769-1833). The LA ART terminal would bring an inappropriate "Disneyesque" amusement quality to the location. Granted, the "Disney" style of amusement park is synonymous with contemporary Southern California living, but it would be alien in the heart of Los Angeles' historic district.

6) One of the generalized renderings that was presented by LA ART consultants is dated because it depicts a long stand of trees along the eastside of Alameda Street that was originally part of the Metro's proposed "Esplanade" project. These trees have since been deleted from the "Esplanade" project because their roots could interfere with a recently discovered buried drainage pipe that borders the LAUS campus. The drainage pipe may also have an impact on the cableway terminal structure as well. This possibility may need to be addressed before LA ART commences work on the cableway terminal in the center of Alameda Street, assuming that the location itself has been approved by the emergency services and other interested government entities.

In conclusion, LAUSHS: suggests 3 options below that may remedy the proximity of LA ART with LAUS:

Option A)

No build. Dodger Stadium is already served by LA Metro's fast, frequent and efficient Dodger Stadium Express buses that leave directly from LAUS and do not require walking further to the LA ART terminal in the middle of Alameda Street. If Metro capacity needs to be increased beyond the current bus fleet, there are high-capacity, multi-platform, articulated buses that might be considered.

Option B)

Site the LA ART terminal further north on Alameda Street, to 1000 North Alameda Street or further north and thus out of view of LAUS and the adjacent Hispanic Revival Terminal Annex Post Office, which is also on the National Register of Historic Places. This would place the cableway terminal in the vicinity of Los Angeles' famous Philippe's restaurant, original home of the French-Dipped sandwich. Philippe's is always mobbed by Dodger fans on game days, but it may have additional capacity since customers from the Terminal Annex Post Office (now closed) and LAUS's staff have diminished over the years. Imagine the ease of grabbing a world-famous Philippe's French-Dipped sandwich and then heading out the front door and onto the LA ART cableway to Dodger Stadium.

Option C)

Site the LA ART terminal at the former site of the Fr. Serra Statue. In response to a speaker at the LA ART scoping meeting who represented businesses in the Old Pueblo that favor the LA ART terminal at its current proposed location, because it may increase consumer foot traffic, another option might be to locate the terminal southwest of the proposed location to the former site of the Fr. Serra Statue. During recent demonstrations, the statue was toppled by persons who apparently identified with the Indigenous community, the original "Angelenos". According to the Los Angeles Recreation and Parks Department, the statue will not be returned to its original location but, after repairs, it will be placed in the care of the Catholic Archdiocese and eventually resurrected on church property, thus leaving its former location vacant. The trees that still stand around the former statue location might possibly shield the view of the cableway terminal from LAUS.

At the end of LAUSHS' meeting with LA ART's representatives, it was agreed that another meeting will be held at a future date when LA ART can provide renderings that show LAUS and LA ART's terminal in reference to each other and when a representative of LA Metro can attend. Moreover, the LA ART representatives agreed to consider having an architectural scale model built because LAUSHS believes it would be the best way to demonstrate the juxtaposition of the cableway terminal and LAUS. LAUSHS is opposed to a computer simulation in lieu of a model due to the inherent shortcomings of the digital process and because it's believed that a 3-D model is easier and faster for LAUSHS and the public to discern the issues in question.

Thank you for your interest.

Respectfully submitted,

Tom Savio
Executive Director
Los Angeles Union Station Historical Society

cc: The Los Angeles Conservancy

From: Zelmer, Cory <ZelmerC@metro.net>
Sent: Monday, November 16, 2020 9:23 AM
To: Kibriya, Fareeha
Cc: Jusay, Anthony; Cortez, Michael
Subject: [EXTERNAL] FW: BizFed Los Angeles Aerial Rapid Transit (LA ART) - SUPPORT
Attachments: LA ART Support Letter FINAL.pdf

See attached. Thanks

Cory Zelmer
Deputy Executive Officer
LA Metro
Countywide Planning & Development
213-922-1079
Metro's mission is to provide world-class transportation for all.

From: Sarah Wiltfong <sarah.wiltfong@bizfed.org>
Sent: Monday, November 16, 2020 8:02 AM
To: Zelmer, Cory <ZelmerC@metro.net>
Subject: BizFed Los Angeles Aerial Rapid Transit (LA ART) - SUPPORT

Good morning,

Please find BizFed's letter of support for the Los Angeles Aerial Rapid Transit (LA ART).

If you have any questions, please do not hesitate to reach out.

Sincerely,

Join our effort to #ProtectAllLACountyWorkers in their fight against COVID-19! Click here to donate today and get involved!

Sarah Wiltfong
310.213.8742 - sarah.wiltfong@bizfed.org
BizFed.org
A grassroots alliance of more than 200 diverse business groups mobilizing 450,000 employers that employ 4 million people in LA County.

Los Angeles County Business Federation

Strengthening the Voice of Business Since 2008

November 12, 2020

Mr. Philip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Los Angeles Aerial Rapid Transit (LA ART) - SUPPORT

Dear Mr. Washington,

We are writing to you on behalf of the Los Angeles County Business Federation (BizFed). We are an alliance of over 200 business organizations who represent 400,000 employers with 4 million employees in LA County.

We wish to communicate our enthusiastic support for the proposed Los Angeles Aerial Rapid Transit (LA ART) aerial gondola project proposed to connect our region's transportation hub at Los Angeles Union Station to one of the most popular and visited sports venues in the nation, Los Angeles Dodger Stadium and its surrounding parks and communities.

Aerial transit has emerged globally as meaningful and effective rapid transit in cities such as La Paz, Bolivia, Mexico City, Mexico, and here in the United States in New York (Roosevelt Island) and Portland, Oregon. Indeed, the La Paz system carried over 100 million people in 2019. And while there are a number of cities throughout North America *studying* aerial rapid transit, Los Angeles is in the lead…so let's keep LA ART on track!

BizFed looks forward to this innovative project advancing through the environmental process and applauds Metro's leadership in partnering with ARTT LLC. Realizing an aerial rapid transit connection to one of our most iconic and well-attended sports venues – home to our World Champion Los Angeles Dodgers! – is exciting and has BizFed's full support.

Sincerely,

Sandy Sanchez
BizFed Chair
FivePoint

David Fleming
BizFed Founding Chair

Tracy Hernandez
BizFed Founding CEO
IMPOWER, Inc.

Los Angeles County Business Federation

Strengthening the Voice of Business Since 2008

BizFed Association Members

7-Eleven Franchise Owners Association of Southern California
Action Apartment Association
Alhambra Chamber of Commerce
American Beverage Association
American Hotel & Lodging
American Institute of Architects - Los Angeles
Angeles Emerald
Apartment Association of Greater Los Angeles
Apartment Association, CA Southern Cities, Inc.
Arcadia Association of Realtors
AREAA North Los Angeles SFV SCV
Associated Builders & Contractors, Inc. Southern California Chapter
Association of Club Executives
Association of Independent Commercial Producers
Azusa Chamber of Commerce
Bell Gardens Chamber of Commerce
Beverly Hills Bar Association
Beverly Hills Chamber of Commerce
BNI4SUCCESS
Boyle Heights Chamber of Commerce
Building Industry Association - Baldyview
Building Industry Association - LA/Ventura Counties
Building Industry Association - Southern California
Building Owners & Managers Association of Greater Los Angeles
Burbank Association of REALTORS
Burbank Chamber of Commerce
Business and Industry Council for Emergency Planning and Preparedness
Business Resource Group
CA Natural Resources Producers Assoc
CalAsian Chamber
CalCFA
California Apartment Association- Los Angeles
California Asphalt Pavement Association
California Association of Food Banks
California Bankers Association
California Bus Association
California Business Properties Association
California Business Roundtable
California Cannabis Industry Association
California Cleaners Association
California Construction Industry and Materials Association
California Contract Cities Association
California Fashion Association
California Gaming Association
California Grocers Association
California Hispanic Chamber
California Hotel & Lodging Association
California Independent Oil Marketers Association (CIOMA)
California Independent Petroleum Association
California Life Sciences Association
California Manufacturers & Technology Association
California Metals Coalition
California Restaurant Association
California Retailers Association
California Small Business Alliance
California Society of CPAs - Los Angeles Chapter
California Sportfishing League
California Trucking Association
Californians for Balanced Energy Solutions
Carson Chamber of Commerce
Carson Dominguez Employers Alliance
CDC Small Business Finance
Central City Association
Century City Chamber of Commerce
Cerritos Regional Chamber of Commerce
Citrus Valley Association of Realtors
Commercial Industrial Council/Chamber of Commerce
Construction Industry Air Quality Coalition
Construction Industry Coalition on Water Quality
Council on Trade and Investment for Filipino Americans
Covina Chamber
Culver City Chamber of Commerce
Downey Chamber of Commerce
Downtown Center Business Improvement District
Downtown Long Beach Alliance
El Monte/South El Monte Chamber
El Segundo Chamber of Commerce
Employers Group
Engineering Contractor's Association
EXP
F.A.S.T.- Fixing Angelenos Stuck in Traffic
FilmLA
Friends of Hollywood Central Park
Fur Information Council
FuturePorts
Gardena Valley Chamber
Gateway to LA
Glendale Association of Realtors
Glendale Chamber
Glendora Chamber
Greater Antelope Valley AOR
Greater Downey Association of REALTORS
Greater Lakewood Chamber of Commerce
Greater Los Angeles African American Chamber
Greater Los Angeles Association of REALTORS
Greater Los Angeles New Car Dealers Association
Harbor Association of Industry and Commerce
Harbor Trucking Association
Historic Core BID of Downtown Los Angeles
Hollywood Chamber
Hong Kong Trade Development Council
Hospital Association of Southern California
Hotel Association of Los Angeles
Huntington Park Area Chamber of Commerce
Independent Cities Association
Industry Business Council
Inglewood Airport Area Chamber of Commerce
Inland Empire Economic Partnership
International Warehouse Logistics Association
La Cañada Flintridge Chamber
LA County Medical Association
LA Fashion District BID
LA South Chamber of Commerce
Lancaster Chamber of Commerce
Larchmont Boulevard Association
Latino Food Industry Association
Latino Restaurant Association
LAX Coastal Area Chamber
League of California Cities
Long Beach Area Chamber
Los Angeles Area Chamber
Los Angeles County Board of Real Estate
Los Angeles County Waste Management Association
Los Angeles Gateway Chamber of Commerce
Los Angeles Gay & Lesbian Chamber of Commerce
Los Angeles Latino Chamber
Los Angeles Parking Association
Marketplace Industry Association
Motion Picture Association of America, Inc.
MoveLA
NAIOP Southern California Chapter
National Association of Royalty Owners
National Association of Tobacco Outlets
National Association of Women Business Owners
National Association of Women Business Owners - LA
National Hispanic Medical Association
National Latina Business Women's Association
Orange County Business Council
Pacific Merchant Shipping Association
Pacific Palisades Chamber
Panorama City Chamber of Commerce
Paramount Chamber of Commerce
Pasadena Chamber
Pasadena Foothills Association of Realtors
PhRMA
Planned Parenthood Affiliates of California
Pomona Chamber
Propel LA
Rancho Southeast Association of Realtors
ReadyNation California
Recording Industry Association of America
Regional Black Chamber-San Fernando Valley
Regional Hispanic Chamber of Commerce
Regional San Gabriel Valley Chamber
Rosemead Chamber
San Dimas Chamber of Commerce
San Gabriel Chamber of Commerce
San Gabriel Valley Economic Partnership
San Pedro Peninsula Chamber
Santa Clarita Valley Chamber
Santa Clarita Valley Economic Development Corp.
Santa Monica Chamber of Commerce
Sherman Oaks Chamber
South Bay Association of Chambers
South Bay Association of Realtors
South Gate Chamber of Commerce
Southern California Contractors Association
Southern California Golf Association
Southern California Grantmakers
Southern California Leadership Council
Southern California Minority Suppliers Development Council Inc.
Southern California Water Coalition
Southland Regional Association of Realtors
Sunland/Tujunga Chamber
The Young Professional at the Petroleum Club
Torrance Area Chamber
Town Hall Los Angeles
Tri-Counties Association of Realtors
United Cannabis Business Association
United Chambers – San Fernando Valley & Region
United States-Mexico Chamber
Unmanned Autonomous Vehicle Systems Association
US Green Building Council
US Resiliency Council
Valley Economic Alliance, The
Valley Industry & Commerce Association
Vernon Chamber
Vietnamese American Chamber
Warner Center Association
West Hollywood Chamber
West Los Angeles Chamber
West San Gabriel Valley Association of Realtors
West Valley/Warner Center Chamber
Western Manufactured Housing Association
Western States Petroleum Association
Westside Council of Chambers
Westwood Community Council
Westwood Village Rotary Club
Whittier Chamber of Commerce
Wilmington Chamber
World Trade Center
Young Professionals in Energy - LA Chapter

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 9:11 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: In Support of LAART [ref:_00Df42UDS._5005GZuP0M:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Yuen, Gay [gyuen@exchange.calstatela.edu]
Sent: 11/15/2020, 9:47 PM
To: laart@metro.net
Cc: david.louie@cbrela.com; hello@laart.la
Subject: In Support of LAART

To: Mr. Cory Zelmer,
Deputy Executive Officer
Metro

Dear Mr. Zelmer:

I've spoken on behalf of the Chinese American Museum in support of the LA Aerial Rapid Transit Project during several community outreach zoom meetings. I am also writing today to indicate our support of the project in writing.

As you may know, the Chinese American Museum is part of the El Pueblo Historical Monument, so the Aerial Transit begins and ends at our front door. We feel that the project, in general, will address many of the traffic congestion and parking concerns that our surrounding neighborhoods understandably have every time there is a Dodgers game.

In addition, I was impressed with the dual exit design of the station closest to the Union Station. With one of the exits leading directly into El Pueblo, we feel that it would increase foot traffic for the stores, restaurants, and other public institutions within the historical monument. It'll be better for business and better for families with children to learn about the diversity of Los Angeles.

One of my most important recommendations is to have an intermediate station at Chinatown, near the business sections where there are also restaurants and shops. It will be a natural stopping place, in addition to El Pueblo, for families to eat and shop before and/or after the games.

I see this project as being especially environmental and people friendly! I urge the Metro Board of Directors to approve this important project.

Sincerely,

Gay Yuen, Ph.D.
909 W. College Street
Los Angeles, CA 90012

???
GAY YUEN, PH.D.
PRESIDENT
FRIENDS OF THE CHINESE AMERICAN MUSEUM
GQYUEN@SBCGLOBAL.NET

EMERITA FACULTY
DIVISION OF CURRICULUM AND INSTRUCTION
CHARTER COLLEGE OF EDUCATION
CALIFORNIA STATE UNIVERSITY, LOS ANGELES
GYUEN@CALSTATELA.EDU

ref:_00Df42UDS._5005GZuP0M:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 1:48 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Submission of Public Comment [ref:_00Df42UDS._5005GZuXtb:ref]
Attachments: Dodger's Stadium Gondola - Public Comment from CCED_pdf.html

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: AMY ZHOU [aczhou@g.ucla.edu]
Sent: 11/16/2020, 10:17 PM
To: laart@metro.net
Cc: ccedchinatown@gmail.com
Subject: Submission of Public Comment

To whomever it may concern,

Please accept this submission of public comment on behalf of Chinatown Community for Equitable Development (CCED).

Thank you,
Amy

--
Amy Zhou
Masters of Urban & Regional Planning (2020), UCLA

ref:_00Df42UDS._5005GZuXtb:ref

November 16, 2020

To Mr. Zelmer,

We reach out and respond with this public comment on behalf of Chinatown Community for Equitable Development (CCED), which builds grassroots power by organizing, educating, and mutual help.

Specifically, we are responding to the CEQA scoping period for the Los Angeles Aerial Rapid Transit Project. Noting that the EIR will entail analysis on the aesthetics, cultural and historic resources, land use and planning, and population and housing, CCED has a number of concerns related to these themes.

With regard to the technical elements of the project, we wanted to name these specific issues we take with the project.

There are many environmental concerns with the gondola passing through the Chinatown neighborhood. We are concerned with the disruption of public space and the ways in which the shadows will fall on the community, which would greatly affect the use of public space in the park (particularly for the many seniors in the community), and obstruct the view of the downtown from the park. Moreover, with a lack of clarity on where the support beams for the project would go, there is a grave concern with the beams being placed in areas that would prevent pedestrians from accessing public right-of-ways and sidewalks. The significantly older makeup of the community means that sidewalk access and the ability to walk around these streets with no obstructions is critical for the public access and community ownership of the residents living in this neighborhood. It would be unacceptable for the gondola, which passes directly through the community, to prevent any of its residents from being able to live their normal lives.

There are additional safety concerns: in 2018, a young woman suffered injuries when a piece of the Portland gondola fell on her. We are equally concerned with something similar happening with this gondola, particularly with the large number of seniors living in the community.

In addition to whether those in the gondola will be able to see into the units of the community's residents. Working class communities of color have a history of being displaced due to major sporting facilities (i.e. the Latinx community in Chavez Ravine for Dodgers Stadium and the Black community for SoFi Stadium), and are continuously

oversurveiled and gentrified. With Chinatown being comprised primarily of lower-income community members (the median reported median income for the Chinatown income (as per the American Community Survey) is approximately $45,000, less than two thirds of the median income of Los Angeles-Long Beach-Anaheim), we do not want the gondola to be yet another form of displacement or over-surveillance from strangers taking away our community's right to privacy.

With the gondola going only to Dodger's Stadium, we do not believe it is a good use of city time or resources (though they will be compensated by LAART) to conduct a review for a project that will likely be used at something close to full capacity on a few days per year. A similar project that had been suggested in Seattle (which stretched from convention center to the waterfront) did not end up being built, exemplifying how other cities have recognized the redundant nature of many of these vanity projects.

There are many questions we have about what is being proposed: there is already a shuttle that goes from the Dodgers Stadium to Union Station, so what is the necessity of adding an additional project that will make an existing service redundant? How will this be incorporated into transportation master plans at the City, and how will it affect the flow of traffic for this gondola? If the city is expecting a shift in transportation patterns by having more Angelenos take public transportation to Union Station to transfer onto the gondola, one can hardly expect for this to take place unless there is increased investment in the bus, metro, and other public transit options especially considering the City of Los Angeles has already cut bus service by 20% since the beginning of the COVID-19 pandemic.

As members of the community, we want to know: who is this gondola truly being built for? The Dodgers Stadium itself was built on the forced displacement of working class BIPOC communities in Chavez Ravine and while the gondola travels over "public roadways", the Chinatown community is once more being left behind while infrastructure projects are being built through and over the neighborhood.

The Chinatown community needs efficient transit to go to hospitals and grocery stores that have left their community, not a gondola to go to Dodger Stadium. The gondola doesn't stop in the community, so there's no opportunity for investment or travel within the very communities that they mention. Travelers just go back and forth from Dodger's Stadium, with little opportunity to actually visit and invest in the legacy businesses in the community, which have been struggling before and during the COVID-19 pandemic. This project will cut through the community but provides no benefit to the residents it affects.

CCED takes grave issue with how Mayor Garcetti and the rest of the Metro Board is choosing to take this project through EIR as the lead agency (apparently the first time the agency is taking this role on a private project) during a pandemic where resources are slim and when Metro has already cut bus service by 20%. While Metro will be refunded the money by the LLC proposing this project in the future, they are presently using valuable funds to review this project rather than diverting the money to community members and residents who need the money *right now*.

With all of the points considered above, CCED has grave concerns about the gondola project, both with how it affects the community and contributes to historic disinvestment, and in its technical implementation. We will continue to be engaged in this process.

Chinatown Community for Equitable Development

INDIVIDUALS

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Please consider how this will affect the residents and community of Chinatown. Things to consider would be residents' privacy, noise, accessibility & comfort of public space, not to mention air quality and preserving of cultural sites that are important to the community that actually live there.

Full Name

Maria Castaneda

Organization/Affiliation

Chinatown Community for Equitable Development

Please provide your email if you would like to be notified when the Draft EIR is available.

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:18 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Public Comment on Proposed Dodger Stadium Gondola [ref:_00Df42UDS._5005GZuXIm:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Kris Chan [kchan3896@gmail.com]
Sent: 11/16/2020, 8:33 PM
To: laart@metro.net
Subject: Public Comment on Proposed Dodger Stadium Gondola

Chinatown does not need a gondola to fuel capitalist interests. Chinatown does not need more hip and useless extravagancies that serve for tourists and guests. This gondola won't do anything for the members of the Chinatown community who have been living there their whole lives.

How is this project supposed to be environmentally sustainable if it isn't considering the operation and construction costs and ultimately the usage of community and public space that low-income seniors and tenants NEED?

As a neighbor and community member of Chinatown, I demand that the gondola not be continued for construction.

ref:_00Df42UDS._5005GZuXIm:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 10:53 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Gondola Project [ref:_00Df42UDS._5005GZuXTT:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: King Cheung [kingcheung47@gmail.com]
Sent: 11/16/2020, 5:47 PM
To: laart@metro.net
Subject: Gondola Project

First of all, I am suspicious of this project. Why spend $125 millions to build a gondola just to transport people to the Dodgers games? Mc Court does not own the Dodgers anymore. So it is an expense venture. What does he gain? What is his future goal? Build a downtown Disney type of entertainment center on the empty parking lots? It moves 5000 people per hour, and it would take hours to empty the stadium. We can do better by having more buses. I noticed that there were police escorts for the buses on an exclusive lane. But there were not that many going up on Sunset. We can do much better having more buses.
This is an invasion of privacy. Attendees in the gondola can observe into the apartments and homes. Besides, it blights the surrounding area with the columns etc supporting the gondola. This will lower the property value of all the homes in the path of the gondola.
This gondola project does not add any value to Chinatown. Best is to have buses waiting in front of restaurants in Chinatown. This will give the businesses to the restaurants. Even if the gondola has a stop in Chinatown, it will only add gentrification effects. That is, helping the hipster businesses, gentrify Chinatown and make the rents go up for low income immigrant residents and small businesses.
Therefore, I oppose the proposal to have a gondola going from Union Station to Dodgers Stadium.

Sincerely,

King Cheung
Chinatown stakeholder

ref:_00Df42UDS._5005GZuXTT:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 10:47 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Dodger Stadium Gondola Public Comment [ref:_00Df42UDS._5005GZuXOn:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Phyllis Chiu [pchiu1@yahoo.com]
Sent: 11/16/2020, 5:20 PM
To: laart@metro.net
Subject: Dodger Stadium Gondola Public Comment

Dear LA Metro,

As a Metro rider and Chinatown stakeholder, I would like to express my concern about the proposed Dodger Stadium gondola project. At a time when Metro bus and train service have experienced cutbacks, it seems ill-advised to expend funds on a gondola that serves no public transportation function than to “airlift” a few thousand passengers from Union Station to Dodger Stadium at most 81 days a year. A bus shuttle already serves this purpose. The expense and inconvenience of a huge construction project seem out of scale to the limited benefits it would provide for the recreational activities of a few fans.

The gondola route would go over Chinatown without being used by the residents. What the residents of this community need are safe, frequent, and efficient bus and train service to downtown, Cypress Park, County USC Medical Center, and the San Gabriel Valley —the places where they work, shop, go to school and appointments, and do errands.

Construction of the gondola, and the gondola itself, will negatively impact the residents, many of whom are elderly, with noise, dust, congestion, and safety concerns, with no mitigating benefits. The route may encroach on public sidewalks and the public State Park used by residents, as well as impact their already limited access to fresh air and sunshine.

Therefore, I urge you not to proceed with this project or expend funds on further studies for the project.

Yours truly,
phyllis chiu
323-482-0788
pchiu1@yahoo.com

ref:_00Df42UDS._5005GZuXOn:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 5:04 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Dodger Stadium Gondola - DO NOT SUPPORT [ref:_00Df42UDS._5005GZuXKq:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Frankie H [tokyoshuynh@gmail.com]
Sent: 11/16/2020, 5:01 PM
To: laart@metro.net
Subject: Dodger Stadium Gondola - DO NOT SUPPORT

Hello,

I am writing to you as a community member and worker in Los Angeles Chinatown. **As someone who works closely with low-income Chinese, Southeast Asian, and Latinx seniors, families, and other residents in Chinatown, I strongly oppose Dodge Stadium Gondola.** I oppose this proposed project in its current form and any future variation of it.

Similar to other developments projects that have been proposed in Chinatown the past few years, this project blatantly disregards the social and economic needs and concerns of the community, one that is largely immigrant, limited English proficient, elderly, and extremely low-income.

A project of this size and this manner will hurt not only Chinatown but neighboring working class communities. The physical construction of this project will obstruct public spaces throughout the neighborhood, creating a dangerous and visually displeasing environment for residents, small businesses, workers, students at the local elementary school, and visitors. The physical construction of this project will negatively impact people's mental and physical health, given the impact on air quality, physical obstruction, and stress.

A gondola that will at most maybe only be used at full capacity a few days a year? Are you serious? How about using time and energy towards increasing public investments in accessible public transportation that our community actually relies on?

This project will inevitably spur
real estate speculation that drives out our commercial and residential tenants.
Residents need full-service grocery
stores, accessible health-care services, public community spaces, and small
businesses that cater to them.

Do not support this project and proactively reject it. Stop diverting city resources towards reviewing this project. Please use your power as a public agency to represent the actual needs and interests of low-income residents.

Best,

Frances Huynh

ref:_00Df42UDS._5005GZuXKq:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I am writing to you as a community member and worker in Los Angeles Chinatown. As someone who works closely with low-income Chinese, Southeast Asian, and Latinx seniors, families, and other residents in Chinatown, I strongly oppose Dodge Stadium Gondola. I oppose this proposed project in its current form and any future variation of it.

Similar to other developments projects that have been proposed in Chinatown the past few years, this project blatantly disregards the social and economic needs and concerns of the community, one that is largely immigrant, limited English proficient, elderly, and extremely low-income.

A project of this size and this manner will hurt not only Chinatown but neighboring working class communities. The physical construction of this project will obstruct public spaces throughout the neighborhood, creating a dangerous and visually displeasing environment for residents, small businesses, workers, students at the local elementary school, and visitors. The physical construction of this project will negatively impact people's mental and physical health, given the impact on air quality, physical obstruction, and stress.

A gondola that will at most maybe only be used at full capacity a few days a year? Are you serious? How about using time and energy towards increasing public investments in accessible public transportation that our community actually relies on?

This project will inevitably spur real estate speculation that drives out our commercial and residential tenants. Residents need full-service grocery stores, accessible health-care services, public community spaces, and small businesses that cater to them.

Do not support this project and proactively reject it. Stop diverting city resources towards reviewing this project. Please use your power as a public agency to represent the actual needs and interests of low-income residents.

Full Name

Frances Huynh

Organization/Affiliation

Chinatown Community for Equitable Development

Please provide your email if you would like to be notified when the Draft EIR is available.

tokyoshuynh@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:02 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Support for the Dodger Gondola [ref:_00Df42UDS._5005GZuWSQ:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: David Louie [david.louie@cbrela.com]
Sent: 11/16/2020, 2:59 PM
To: hello@laart.la; laart@metro.net
Subject: Support for the Dodger Gondola

This correspondence is being sent at the request of Mr. Ronee Ma. He is a senior citizen who lives at Cathay Manor and does not have access to a computer or email. A number of residents wished to write Letters of Support, but were unable due to a lack of appropriate equipment. The building manager was able to translate their comments.

Mr. Cory Zelmer,

My name is Ronee Ma and I am a senior citizen living at Cathay Manor. I am writing to support the Dodger Stadium Gondola. I think it will be good for Chinatown.

Thank you,

Ronee Ma
600 North Broadway, #B
Los Angeles, CA 90012

ref:_00Df42UDS._5005GZuWSQ:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:08 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW Support for the Dodger Gondola [ref:_00Df42UDS._5005GZuWgr:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: David Louie [david.louie@cbrela.com]
Sent: 11/16/2020, 3:06 PM
To: hello@laart.la; laart@metro.net
Subject: Support for the Dodger Gondola

This correspondence is being sent at the request of Mr. Shiu Kueng. He is a senior citizen who lives at Cathay Manor and does not have access to a computer or email. A number of residents wished to write Letters of Support, but were unable due to a lack of appropriate equipment. The building manager was able to translate their comments. This is the second resident Support Letter. Additional letters can be provided .

Mr. Cory Zelmer,

My name is Shiu Kueng and I am a senior citizen living at Cathay Manor. I am writing to support the Dodger Stadium Gondola. I think it will bring more visitors to Chinatown and help the businesses.

Thank you,

Shiu Kueng
600 North Broadway, #C
Los Angeles, CA 90012

ref:_00Df42UDS._5005GZuWgr:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

This EIR needs to include an analysis of how the proposed gondola project will affect noise pollution that community members face, as well as negatively impacting privacy and aesthetics of the Chinatown community. This development project does not serve actual residents of this community, and will negatively impact the housing market by causing gentrification and making affordable housing in this community impossible.

Full Name

Eva Malis

Organization/Affiliation

Chinatown Communities for Equitable Development

Please provide your email if you would like to be notified when the Draft EIR is available.

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:49 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Letter re LA ART, ATTN Cory Zelmer [ref:_00Df42UDS._5005GZuXC4:ref]
Attachments: ltr Cory Zelmer Metro signed_pdf.html

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Eugene Moy [ewmoy49@gmail.com]
Sent: 11/16/2020, 4:38 PM
To: laart@metro.net
Cc: david.louie@cbrela.com; hello@laart.la
Subject: Letter re LA ART, ATTN Cory Zelmer

Dear Mr. Zelmer:
Attached please find my letter expressing my support, with conditions, for the proposed project. I feel that an innovative project such as LA ART can have benefits for the community, but there should be a transparent and collaborative planning process to help achieve beneficial impacts for all. Thank you for your consideration.
<<< ewm 626-926-5705

--
Eugene W. Moy
ewmoy49@gmail.com

ref:_00Df42UDS._5005GZuXC4:ref

November 16, 2020 -- VIA EMAIL

Mr. Cory Zelmer
Deputy Executive Officer, Metro

Re: LA ART

Dear Mr. Zelmer:

I am writing to express my conditional support for the Los Angeles Aerial Rapid Transit project, "conditional" subject to a number of questions and concerns being addressed prior to any approvals, and also subject to better engagement of community stakeholders in the planning process.

One of the stated goals of the aerial gondola is to eliminate thousands of cars off of the road before and after Dodgers games and other public events at the Dodger Stadium site. The two proposed route alternatives will pass by or cross over a portion of Los Angeles Chinatown, which normally experiences measurable adverse traffic impacts before and after events at the Dodger Stadium site. Such traffic results in increased hazards and negative impacts to pedestrians, bicycle riders, and other people on the street, and also results in increased air pollution, which impacts the health of people who live, work, and shop in Chinatown.

Therefore, any project which results in reduced traffic in Chinatown would be a benefit to the community. However, I have not seen any studies that show how the gondola ridership results in reduced traffic volumes. Have there been user surveys that indicate that potential reduction in traffic? Or would the project conversely result in increased traffic on Chinatown streets as Dodgers and event customers come through to get to Union Station parking lots or park on Chinatown streets to get to gondola station(s)? My support would be contingent upon seeing such traffic reduction data.

From another perspective, I have heard concerns about where the stations would be located, and about whether there would be any benefit to Chinatown businesses and residents. Even if traffic congestion is not significantly reduced, if station(s) are strategically located to support pedestrian activity, there could be economic and social benefits to the community. However, I have not heard of the active engagement of business, residential, and Chinatown association stakeholders in the planning process. That community engagement should be a necessary part of project approval.

Two route alternatives have been presented. One runs along Alameda past the Chinatown Gold Line Station, continues up Spring Street, then makes a turn and crosses Los Angeles State Historic Park (LASHP), overhead, at park midpoint, then runs up Bishops Road and over the 110 freeway into the Dodger Stadium site. The second route angles off at the Chinatown Gold Line Station, and parallels the Gold Line to a point intersecting with Bishops Road, then turning up Bishops to the Stadium. However, the fact that the routes could have a significant impact on LASHP and its users is a concern. If a station should be constructed at Broadway and Bishop that acts as a barrier for the Chinatown community to LASHP, then that is also a concern.

LASHP is a 32-acre state park that connects to the Los Angeles River and a chain of parks, bikeways, trails, and natural habitat, and is heavily used by many thousands of people. It is both a historic and natural resource. That a large overhead structure will visually impact the natural light, air, and landscape that attract people to the park is a concern, and route alternatives and mitigation measures should be carefully considered by all. That the park management, and its community advisors, are not yet involved in the stakeholder planning process is also a concern.

As a lifelong Chinatown community member and stakeholder, I recognize the economic benefits of the LA ART project to the Dodger Stadium site. But such benefits should be a win-win for all, and any potentially negative impacts should be mitigated. The planning process should be expanded to include stakeholder partners in the community, such as businesses, family associations, residents, and LASHP, so that there is full and meaningful input toward this transportation project. I would support the project if such increased community engagement and appropriate mitigation measures for adverse impacts are included.

Sincerely,

Eugene Moy
Past President, Chinese American Citizens Alliance
415 Bamboo Lane
Los Angeles CA 90012

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 10:54 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Support of the ART with Wishes [ref:_00Df42UDS._5005GZuXTx:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Peter Ng [png@cscla.org]
Sent: 11/16/2020, 5:52 PM
To: laart@metro.net
Cc: david.louie@cbrela.com; hello@laart.la
Subject: Support of the ART with Wishes

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

I was a resident and am currently working here in Chinatown, I witness the glory and the diminishing economic in this community. Chinatown needs more than just a boost to bring it to live. Having the ART will definitely bring this to fruitful results. It would also be nice to have some funding derive from the revenue generated to enhance the infrastructure of Chinatown. To make improvement of the neighborhood and commerce. If this is in the plan, I believe the community will support this project wholeheartedly. I urge the Metro Board of Directors to approve this important project with these in mind.

Sincerely,

Peter Ng
Chief Executive Officer
Chinatown Service Center
767 N. Hill Street, Suite 400A
Los Angeles, CA 90012-2381
213-808-1701 (Direct)
213-680-0787 (Fax)
png@cscla.org
www.cscla.org
CONFIDENTIALITY NOTICE: This communication and any attachment(s) is/are intended solely for the person or organization to which it is addressed and it may be confidential. If you are not the intended recipient or employee responsible for delivering the message to the intended recipient you are hereby notified that any disclosures, copying, distribution,or use of the contents is strictly prohibited.

ref:_00Df42UDS._5005GZuXTx:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 1:45 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support Letter [ref:_00Df42UDS._500f4YvXoS:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Alexis Readinger [alexis@preeninc.com]
Sent: 11/2/2020, 11:47 AM
To: laart@metro.net
Cc: hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support Letter

Hello Cory,

It is with great pleasure that I recommend my support for the Chinatown gondola. I am a Chinatown resident, business owner and stakeholder. I serve on the boards of both the Chinatown BID and the Chung King Road Association. The gondola will likely pass over my property. I have no issue with this. I am in favor and happy to support this proposed solution for traffic reduction.

Thank you,
Alexis

Alexis Readinger
Preen, Inc.
931 Chung King Rd.
Los Angeles, CA 90012
o (213) 625 - 2100
c (323) 336 - 1866
www.preeninc.com

Longlisted DEZEEN - Interior Designer of the Year
Shortlisted World Interior News Awards – Design Firm of the Year
https://www.sunset.com/food-wine/restaurants/covid-safe-restaurant
https://lifeandthyme.com/video/webinar-designing-for-the-post-covid-restaurant/
https://www.syncpodcast.com/episodes/alexis-readinger

ref:_00Df42UDS._500f4YvXoS:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 9, 2020 9:55 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Opposition to Spring Street Side Gondola Implementation [ref:_00Df42UDS._500f4Ywr0y:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: julie rico [julierico@yahoo.com]
Sent: 11/7/2020, 9:23 AM
To: laart@metro.net
Subject: RE: Opposition to Spring Street Side Gondola Implementation

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

Dear Cory:

I am a local Chinatown resident. It is imperative that the Historic State Park remain unencumbered from this LA Art gondola project. Additionally, if the gondola goes over Broadway in Chinatown it would greatly enhance the local businesses trade. That is what we want in Chinatown. Not an encroachment on the only park we have to service millions of Angelenos. It is common sense to not disturb our only park!

While I appreciate the inclusion of the statement in the NOP that "public benefits being considered for the proposed Project to include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park," we are very concerned about many aspects of the proposed gondola system.

I ask that the LA ART project and its impact on Los Angeles State Historic Park (LASHP) be considered in the context of the history of the park in the Northeast Los Angeles neighborhoods it serves and the City of Los Angeles. In 1999, the erstwhile Southern Pacific railyard was considered for industrial development. Developers aligned with city officials and promoted the 32-acre site for light industrial development under the guise of creating a few big-box
jobs. The community and environmental groups organized to form the Chinatown Yard Alliance, which demanded instead that a park and open space be built on that space.
California State Parks stepped in to acquire the parcel and worked closely with the community to address the community's need for open space. The park operated several years under an interim use plan until the final park was opened on Earth Day 2017. Given the history of a multi-decade fight to establish parkland and open space as an alternative to private development, the damage to the park which would be caused by this project is especially concerning.

Los Angeles State Historic Park is now a gem among the State Parks in the Los Angeles area and a national model for urban parks. But the State's major investment that made LASHP possible may be at risk if private interests are allowed to spoil the public good represented by the park.

Based upon what we have seen of the proposed LA ART project, I strongly oppose the Spring Street Alternative and favor the Broadway Alternative.

I am concerned about the potential negative impacts of the proposed Los Angeles Aerial Rapid Transit project on Los Angeles State Historic Park which we view as the greatest threat to Northeast Los Angeles open space in over 20 years.

Sincerely,

Julie Rico
808 N. Spring Street
LA CA 90012
310-387-3395

Julie Rico
juliericogallery.com

ref:_00Df42UDS._500f4Ywr0y:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:36 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] in support of Union Station to Dodger Stadium Gondola Description [ref:_00Df42UDS._5005GZuXDa:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Al Soo-Hoo [alsoohoo@msn.com]
Sent: 11/16/2020, 4:26 PM
To: laart@metro.net
Cc: david.louie@cbrela.com; hello@laart.la
Subject: in support of Union Station to Dodger Stadium Gondola

Mr. Cory Zelmer
Deputy Executive Officer
Metro

Greetings!

My name is Al Soo-Hoo and I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium. I have spoken at several recent community outreach Zoom meetings. My family members and I are (still)I stakeholders of and in New Chinatown on North Broadway since its opening more than 80 years ago. We are active members in a number of the community-based organizations.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

Along with that, I would like to strongly urge you to seriously consider having an intermediate station IN Chinatown (not just "nearby"), where there are restaurants and shops. It will be a natural stopping place for families to eat and shop before and/or after games.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks, and the LA State Historic Park. I urge the Metro Board of Directors to approve this important project.

With best regards,

Al Soo-Hoo
5232 College View Ave.
Los Angeles, CA 90041

Sent from Outlook

ref:_00Df42UDS._5005GZuXDa:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I am a longtime community advocate who supports and promotes the saving and protection of the historic cultural neighborhood of Los Angeles Chinatown. I am a volunteer in various community and professional organizations, such as Chinatown Sustainability Dialogue Group (CSDG), Chinatown Community for Equitable Development (CCED), OCA-Greater Los Angeles, Multicultural Bar Alliance (MBCA), and many others.

I am opposed to the Los Angeles Aerial Rapid Transit Project for the following reasons:

1. Lacks Aesthetics - Instead of beautifying the area of the proposed routes of the aerial gondola system, it will make that area look like an amusement park ride and ugly. Natural is better. By having that system go through or by the Los Angeles State Historic Park is inconsistent and contrary to having and maintaining an open green space and then destroying that view and environment with an aerial gondola system. Open green space should not be limited to just the ground space, but also include the air space above and around it. Since the system is designed to travel through high and medium densely populated communities, such system will permanently obstruct and deprive residents and others of their current aesthetic views and enjoyment of the open space. This could adversely affect the mental and physical well-being of persons who live or work in those communities.

2. Agriculture and forestry resources - The aerial gondola system has the real potential of substantially and adversely affecting and harming the natural habitat in the affected areas. Greater efforts should be made to preserve and maintain the precious and existing natural habitat.

3. Cultural and historic resources - The aerial gondola system is inconsistent and contrary to protecting and maintaining the historic and cultural integrity and character of the communities in the affected areas.

4. Land use and planning - It is a clear misuse and waste of limited public funds and the use of public right-of-way or air space to promote and support a private venture for limited private objectives, especially when greater public funds are needed to create more affordable housing and address the serious homelessness crisis in Los Angeles. This project is not an essential or environmentally-sound project.

5. Noise - There is no sufficient assurance that the aerial gondola system or the riders of that system will not be creating excessive noise to disturb the peace and enjoyment of those who live or work in the communities in the affected areas or adversely affect their health, safety and welfare.

6. Population and housing - The aerial gondola system could substantially aggravate the existing shortage of affordable housing by causing unfair rental increases, displacement of tenants, and a significant reduction in available housing.

7. Transportation - There seems to be a conflict of interest and misuse of public funds in promoting private transportation primarily for Dodger games, which are seasonal and limited to a few months in each year, especially when it is unpredictable and uncertain due to the COVID-19 pandemic as to when and whether the games will be available to attend in person. The current means of transporting people to the Dodger games seem adequate and sufficient. Instead, there should be greater emphasis placed on improving the safety and use of the current public transportation.

Based on these and other reasons, the Los Angeles Aerial Rapid Transit Project should be denied.

Full Name

Diane M. L. Tan

Organization/Affiliation

CSDG, CCED, OCA-GLA, MCBA

Please provide your email if you would like to be notified when the Draft EIR is available.

dmltan@aol.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:59 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW Support Letter for LA Aerial Rapid Transit [ref:_00Df42UDS._5005GZuWgH:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Connie Vuong [vuong.connie@gmail.com]
Sent: 11/16/2020, 2:55 PM
To: laart@metro.net
Cc: hello@laart.la
Subject: Support Letter for LA Aerial Rapid Transit

Dear Mr. Cory Zelmer,

My name is Connie Vuong and I've worked at the Chinatown Business Improvement District for the last 5 years. I am writing in support for the Los Angeles Aerial Rapid Transit. I believe that having the Aerial Rapid Transit will help alleviate the traffic congestions during game days. Fewer cars on the road means less pollution. It will also offer year round experience for tourists to see the beautiful Los Angeles city from above. I also like that most of the project is funded privately and not with tax dollars. For these reasons, I support the Los Angeles Aerial Rapid Transit.

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

Sincerely,

Connie Vuong | ???
Special Projects
LA Chinatown Business Improvement District
O: 213.680.0243
M: 213.282.8015
www.chinatownla.com
Facebook: LosAngelesChinatown
Twitter: @LAChinatown



ref:_00Df42UDS._5005GZuWgH:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Thursday, November 12, 2020 1:43 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Support for LA ART [ref:_00Df42UDS._5005GZuCrg:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Steep LA [hello@steepla.com]
Sent: 11/12/2020, 1:12 PM
To: laart@metro.net
Cc: hello@laart.la
Subject: Support for LA ART

Dear Mr. Zelmer,
?
?My name is Samuel Wang, and I am the co-founder of a tearoom in Chinatown. I am writing to you today to show my support for the Los Angeles Aerial Rapid Transit.
?
?Being in Chinatown, we know how much traffic there are whenever the Dodgers play (CHAMPS 2020!!!!). As much as we love our Dodgers, the traffic does take a toll on the businesses and residents of Chinatown. I truly believe LA ART will help to ease some of the traffic going into Dodgers Stadium. Even during off seasons, I can envision LA ART bringing revenue to the city with access to the aerial view of the beautiful Los Angeles.
?
?I have also been lucky enough to be able to travel to different places in the world. Anytime I visit a place with a gondola, it's always a fun experience, and if ART is able to bring this experience to Los Angeles, I would see so many positives!
?
?Thank you so much for your time, and I hope we see LA ART being approved in the future.
?
?Samuel Wang
?



Modern Tea Room in the heart of LA Chinatown
970 N Broadway Ste 112
Los Angeles, CA 90012
hello@steepla.com

ref:_00Df42UDS._5005GZuCrg:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

As a Chinatown community member, I have great concerns about how this project will impact residents from an environmental standpoint, including but not limited to concerns about resident privacy, noise pollution, and general resident accessibility and comfort in public space. Why is this project being prioritized during a pandemic? Can the money going toward this project be put into actual community needs, such as a full-service market or hospital or residential/commercial tenant support? Stop using our community as your development playground.

Full Name

Janis Yue

Organization/Affiliation

Chinatown

Please provide your email if you would like to be notified when the Draft EIR is available.

jwwyue@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:10 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] comments on the proposed Los Angeles Aerial Rapid Transit project [ref:_00Df42UDS._5005GZuXgh:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Rick Eng [rickeng562@gmail.com]
Sent: 11/16/2020, 7:37 PM
To: laart@metro.net
Cc: david.louie@cbrela.com; hello@laart.la
Subject: comments on the proposed Los Angeles Aerial Rapid Transit project

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

Dear Mr. Zelmer:

I am writing to express my conditional support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

This innovative transportation infrastructure can produce manifold positive outcomes for Angelenos who reside and patronize this historical part of Los Angeles. This aerial gondola's ability to eliminate thousands of cars off of the road before and after games of the Los Angeles Dodgers can benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the Los Angeles River. I urge the Metro Board of Directors to approve this important project upon careful review of the public's input on long-range impact on environment, accessibility, sustainability and commerce.

Los Angeles Chinatown figures prominently in my community and civic activities. My family have been longtime members of the Eng Family Benevolent Association of Los Angeles. Growing up in the San Gabriel Valley, I used to join my parents and siblings in a ritual visit to Chinatown which was the hub of our cultural, social and culinary lives. And as I grew older Chinatown continued to be an influence on the expanding Chinese and Chinese American community for its historical significance and urban dynamism. I am active in the Los Angeles Chapter of the Chinese American Citizens Alliance (C.A.C.A.), served on the Board of Directors for the Chinese Historical Society of Southern California (CHSSC), and volunteered for the Chinatown Public Safety Association (CPSA) and the Chinese American Museum. Chinatown has changed significantly over the past five decades, responding to demographic influences and political and economic fortunes. I learned that there are many visions for Chinatown as a residential neighborhood, a business district and a destination area. I hope that whatever is the final manifestation of the Los Angeles Aerial Rapid Transit project, it benefits the entire community that will be affected by its presence. Thank you for the opportunity to provide my comments.

Sincerely,

Rick Eng
Member
Chinese American Citizens Alliance (C.A.C.A.)
Los Angeles Chapter
415 Bamboo Lane
Los Angeles, CA 90012

--
Rick Eng
email: rickeng562@gmail.com

My apologies in advance for any punctuation or grammatical errors.

If you feel you are a victim of racist and xenophobic attack due to the Coronavirus Pandemic, report the incident at one or all of these websites:

The Federal Bureau of Investigation (FBI) – Civil Rights/Hate Crimes: www.fbi.gov/contact-us
National Center for Victims of Crime provides resources to victims of crime: victimsofcrime.org/
L.A. County 211 community services hub: https://new.211la.org/form/anti-hate
OCA Asian Pacific American Advocates Hate Incident Reporting Website: aapihatecrimes.org
Stop AAPI Hate Reporting Center: www.a3pcon.org/stopaapihate
Asian Americans Advancing Justice's Stand Against Hatred: www.standagainsthatred.org/
ADL Hate Tracker: www.adl.org/reportincident

ref:_00Df42UDS._5005GZuXgh:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 9:28 AM
To: Kibriya, Fareeha; jusaya@metro.net
Subject: [EXTERNAL] FW: LA Art with Chinatown/Gold Line Station. [ref:_00Df42UDS._5005GZuOie:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Larry Jung [lachinatowncorp@yahoo.com]
Sent: 11/15/2020, 5:00 PM
To: laart@metro.net
Cc: david.louie@cbrela.com; hello@laart.la
Subject: LA Art with Chinatown/Gold Line Station.

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

The aerial tramway will be a great benefit to Los Angelinos that are in dire need of this innovative transportation infrastructure to relieve traffic , air pollution and leverage the existing Union station hub and Gold line light rail. This aerial gondola's should eliminate thousands of cars used to attend the Dodger games, congestion, improved traffic and better air quality.

We support this project on the condition that there is a Chinatown/ Gold Line station.

We urge the Metro Board of Directors to approve this important project.

Sincerely,

Larry V. Jung
President
Los Angeles Chinatown Corporation
lachinatowncorp@yahoo.com
626-460-9717
This electronic message and any attachment(s) contain information intended for the exclusive use of the party or parties to whom it is addressed and may contain information that is proprietary, privileged, confidential and/or exempt from disclosure under applicable law. If you are not an intended recipient, you are hereby notified that any viewing, copying, disclosure or distribution of this information may be subject to legal restriction or sanction. Please notify the sender, by electronic mail or telephone, of any unintended receipts and destroy the original message (including any attachments) without making any copies.

ref:_00Df42UDS._5005GZuOie:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Friday, November 6, 2020 9:56 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4Ywcf2:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Kim Possible [chantastik@gmail.com]
Sent: 11/6/2020, 8:48 AM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am a current owner of a residential property in Chinatown along Grand Avenue.

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._500f4Ywcf2:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I reject the Spring Street alignment and supporting the Broadway alignment. We do not want to give our public lands over to the McCourt family!

Full Name

Nancy Berman

Organization/Affiliation

The Philip and Muriel Berman Foundation

Please provide your email if you would like to be notified when the Draft EIR is available.

nancy@pmbfoundation.org

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

We are most interested in the exact path of the aerial tram coming out of LAUS and continuing up Alameda/Spring Street.

Full Name

Richard Binder

Organization/Affiliation

Philippe The Original, LLC

Please provide your email if you would like to be notified when the Draft EIR is available.

rpbinder777@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I listened with interest to the virtual scoping meeting October 22, 2020. Many good and sincere comments. I would be happy to supply any information regarding systems or sustainability at any time. Sustainability and clean environmental operations are paramount for our future.

Full Name

ted blazer

Organization/Affiliation

Doppelmayr USA

Please provide your email if you would like to be notified when the Draft EIR is available.

ted.blazer@doppelmayrusa.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, October 5, 2020 11:09 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit Project [ref:_00Df42UDS._500f4XcTia:ref]

---------- Original Message ----------
From: Clark Braunstein [clark@braunsteinpc.com]
Sent: 10/1/2020, 3:50 PM
To: laart@metro.net
Subject: Los Angeles Aerial Rapid Transit Project

Mr. Cory Zelmer,

As a lifelong Angeleno and Dodger fan fully support this project. An Aerial Tram from Union Station to Dodger Stadium would be a great addition to the Los Angeles Area.

--
Best,

Clark Anthony Braunstein, Esq.
Trial Attorney and Partner

BRAUNSTEIN & BRAUNSTEIN
A PROFESSIONAL CORPORATION

11755 Wilshire Boulevard
Suite 1600 (PLEASE NOTE NEW SUITE NUMBER)
Los Angeles, California 90025
T: 310-914-4999
W: Https://www.Braunsteinpc.com

This message, together with any attachments, is intended only for the use of the individual or entity to which it is addressed and may contain information that is legally privileged, confidential and exempt from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this message, or any attachment, is strictly prohibited. If you have received this message in error, please notify the original sender, call Clark Anthony Braunstein immediately by telephone (310-914-4999) or by return E-mail and delete the message, along with any attachments, from your computer. Thank you.

ref:_00Df42UDS._500f4XcTia:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Current public space should not be utilized or interrupted for the aerial transit project. In particular the LA State Historic Park should not be downsized and/or degraded by a large transit project. The Broadway alignment is preferred as the Spring Street alignment will have a dramatic and negative impact on this public space.

In addition this project which will greatly benefit a private corporation should generate an equal public benefit in return.

Full Name

Theresa Chavez

Organization/Affiliation

About...Productions

Please provide your email if you would like to be notified when the Draft EIR is available.

theresa@aboutpd.org

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

EIR should address the impact this project would have on the plants, fruit orchards, and the wildlife at LA State Historic Park. Will the Spring Street alternative increase car traffic to that area thereby increasing noise and pollution there? Will this project relieve parking pressure from Dodger Stadium but increase parking pressure around this park instead?

Full Name

Peter Choi

Organization/Affiliation

Bicycle Kitchen

Please provide your email if you would like to be notified when the Draft EIR is available.

ch01.petro@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:58 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] LA ART and the LASHP comments regarding the proposed gondola to Dodgers Stadium [ref:_00Df42UDS._5005GZuX31:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: t leeser [provisionalcollective@gmail.com]
Sent: 11/16/2020, 3:52 PM
To: laart@metro.net
Subject: LA ART and the LASHP— comments regarding the proposed gondola to Dodgers Stadium

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

Dear Mr. Zelmer,

We are writing concerning the proposed LA ART gondola project and its impact on the Los Angeles Historic State park (LASHP) and the surrounding communities.

We strongly oppose the gondola project and the Spring Street Station proposal. It would certainly have a negative impact on the public park and its use as a natural community space.

It is a project that is inappropriate in scale to the park and it will permanently urbanize the landscape of the LASHP.

LASHP is a community space for all of Los Angeles residents, and a spacious and open green space for everyone to share. Imposing a transportation system that will mainly benefit a private business is simply not in the best interest of the public and the environment.

Please reconsider the location for this project and reevaluate the negative environmental consequences that this project will bring to the residents of Los Angeles and all the users of LASHP.

Sincerely,

The Provisional Collective
Los Angeles, CA

ref:_00Df42UDS._5005GZuX31:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Thursday, November 12, 2020 1:39 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Project [ref:_00Df42UDS._5005GZu6IP:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Martin Cox [photos@martincox.com]
Sent: 11/11/2020, 5:55 PM
To: laart@metro.net
Cc: hello@laart.la
Subject: Los Angeles Aerial Rapid Transit project

Dear Mr. Cory Zelmer, Deputy Executive Officer, Metro:

We really hope you will give a green light to the amazing proposal for the Los Angeles Aerial Rapid Transit project to connect Dodger Stadium with Union Station. This is a visionary project that will be attractive and exciting to people but more importantly would connect a broken link in the transit system.

The possibility for taking over 3,000 cars and their attendant emissions, off the road each game day, as well as many other events held at the stadium is an incredible bonus. We really need this, we need this to breathe, to reduce pollution, improve the air, and get people used to mass transit in the urban area. Buses and trains would bring the spectators in to the station and the thrill of the fast aerial transit would see them whisked to the stadium with a reduced foot print.

I live near Dodger Stadium and honesty we are just trapped on event days, often twice, as a freelancer this is hard to do business being stuck in solid traffic just feet from your own parking area, but this is not just a local connivence issue this is about move LA forward.

I am sure you will agree that having a major transit hub (Union Station) so very close to the stadium, yet not connected is rather insane. This aerial link would make a seamless and attractive connection that makes sense.

We hope the project will be seriously considered,

Your sincerely,

Martin Cox

Martin Cox
photographs
www.martincox.com
instagram @martincoxphotos

ref:_00Df42UDS._5005GZu6IP:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, October 12, 2020 10:24 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Aerial Rapid Transit Project [ref:_00Df42UDS._500f4XdZjy:ref]

---------- Original Message ----------
From: Amar Flora [amar@civy.co]
Sent: 10/6/2020, 11:12 AM
To: laart@metro.net
Subject: Aerial Rapid Transit Project

Dear Cory,

My name is Amar Flora, Founder of Civy Inc, a government technologies company based in California. I was reading about the Aerial Rapid Transit Project; and support it in general based on the information provided.

I also wanted to introduce one of our platforms for online public engagement, Civy. I designed Civy after extensive consultations with city and government agencies in US over the last year. I adopted a 'back-to-basics' approach, and built the platform as a dedicated white-labeled service for each client. A few cities in US are already using it; and I would love the opportunity to conduct a 25-minute online demo to LA Metro.

I have attached a brief deck on Civy, including with the generic link (www.civy.co). Please note if deployed for LA Metro, LA metro will receive its own dedicated link with two options:

1. Either completely customized for LA Metro using its brand, fonts, logos etc.
2. Or use-as-is of the shelf solution.

I would love to hear from LA Metro and the opportunity to showcase our online engagement platform or other services such as 3D Holographic Wall/ Table which can be used for Urban Planning projects to; we provide software rendering for the city.

Have a nice day.

Kind regards,

Amar Flora

Civy Inc, Founder & CEO

Civy inc.
Government Technologies

c: +1 949 524 2292
l: California and New Jersey, USA
w1: www.civyinc.com
w2: www.civy.co (Community Engagement Platform)

This message (including any attachments) contains information intended for the recipient/s, and is protected by law. If you are not the intended recipient, please delete this message, including attachments. Copying, distribution of this message, or the taking of any action based on it is prohibited.

ref:_00Df42UDS._500f4XdZjy:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 10, 2020 9:42 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._5005GYx2Ez:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Manny Fonseca [thefonsecagroup@gmail.com]
Sent: 11/9/2020, 6:21 PM
To: laart@metro.net; hello@laart.la
Cc: thefonsecagroup@gmail.com
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect Dodger Fans from Union Station to Dodger Stadium.

If you have ever sat in traffic into or out of Dodger Stadium then you know that fans from all areas that come to see their beloved Dodgers are in dire need of alternative transportation methods to get in and out of Chavez Ravine.
The very reason that views from Dodger Stadium are so beautiful is the same reason it is a nightmare to get to and out of. Hillside location and antiquated and inadequate roads create bottle-neck congestion that increases road-rage and drains local resources.

Projects like this Aerial Gondola are not just Amusement park rides. This and other modern transportation systems should be part of a greater vision to connect these closed-loop people-mover systems with Mass Transit Centers around congested areas to enhance inner-city living. Thoughtful future-minded planning could not only re-invigorate the Dodger stadium service areas but could be integrated to provide quick transportation to other Downtown venues with Parking Lot Access Points for other Closed-Loop systems that play into a much larger integrated system to move Angelenos around in very futuristic pods or beautiful elevated trains and open-air people movers built along busy thoroughfare routes.

The possibilities are endless and all this will over time will recreate DTLA and increase the desire of people from outside DTLA to hop on a Green or Blue or Gold Line and come visit DTLA without worrying about what to do once they are dumped off at Union Station. The streets around Dodger Stadium and in DTLA need to be re-Imagined in much the same way Walt Disney envisioned Disneyland over 70years ago.

Many of the transportation methods that Mr. Walt Disney envisioned were ahead of the technology curve of the time, but that was then and this is now and planners need to re-examine these transportation systems of the past to envision a better more relevant, and reliable system for tomorrow.
Using tax dollars to create such an innovative and integrated transportation system will ensure we keep Los Angeles on the world-map and relevant in the future as a hub and magnet for higher learning and high-tech commerce.

Re-inventing, Re-envisioning and, Re-Imagining our transportation methods to seamlessly integrate current business shopping districts, restaurant and merchant centers with future redevelopment can allow for thoughtful planning that can address current challenges we face with social distancing now and the need to move people with the kind of innovative modern transportation infrastructure that will move Angelenos into the 21st Century.

In that manner, this same type of aerial transportation should not be limited to the LA River center BUT plans should be made so that this one project is not stand-alone but part of a much grander plan that can be expanded into and from other directions like the Police Academy and Griffith Park access points in the near-future as land and funding permit.

You have the ability to set LA on a different course of transportation planning that omits very expensive projects like subway tunnels and trains that need decades to plan and bring on-line. A series of closed-loop systems all inter-connected or within a very short walking distance from each other will change the way Angelenos and World Commerce Leaders see the DTLA area.

This zero-emission project will also provide a much-needed and convenient eco-friendly alternative to driving. It will connect neighbors and communities, parks, and the LA River area in ways we cannot fully comprehend but would be positive in nature. Therefore, I urge the Metro Board of Directors to approve this important project without delay to show people and businesses alike that some government policy-makers can get things done without all the delays and red-tape that usually falls upon transportation projects.

Sincerely,

Manny Fonseca
TheFonsecaGroup@gmail.com
(562) 244-5681

ref:_00Df42UDS._5005GYx2Ez:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 9, 2020 9:57 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._5005GYwsz7:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Rodger Gibson [rgibson@airbornway.com]
Sent: 11/8/2020, 11:29 AM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Our company Airbornway has technology that puts AC and Heat into the gondola cabins while moving all the time. We are working with Doppelmayr to bring this to the transportation sector.

Thank You

Rodger Gibson CEO

Rodger Gibson | 203.395.3724 | www.Airbornway.com | rgibson@airbornway.com @ElectricGondola
NOTICE TO RECIPIENT: This e-mail is (1) subject to the Connecticut Freedom of Information Act and (2) may be confidential and is for use only by the individual or entity to whom it is addressed. Any disclosure, copying or distribution of this e-mail or the taking of any action based on its contents, other than for its intended purpose, is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately and delete it from your system.

ref:_00Df42UDS._5005GYwsz7:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I preferer the Broadway alternative, however the both designs are going to encroach on LASHP and there maybe a conflict with the construction of apartments (Riboli Family Project) along the west side of LASHP if possible I would take back to planners and redesign. And use public streets Alameda, College, Broadway, Bishop. Or use Elon Musk company to design tunnel from LAUS and sunlight/rise from portal on Dodger property.

Full Name

Ronald Lozano

Organization/Affiliation

Los Angeles Boys and Girls Club, Member BOD

Please provide your email if you would like to be notified when the Draft EIR is available.

rxlozano@verizon.net

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:14 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._5005GZuXi9:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Paul Marmaro [pmarmaro@gmail.com]
Sent: 11/16/2020, 7:48 PM
To: +hello@laart.la; laart@metro.net
Subject: Los Angeles Aerial Rapid Transit Support

Hi,

I'm an associate director with Fox Sports, covering MLB and NFL games. I'm also a huge Dodger fan and have been going to games my entire life. I'm such a huge proponent of this project for several reasons:

1- alleviate traffic and provided a BADLY needed alternative to get to dodger stadium. There are simply too many cars that try to get in and if this can take a thousand or more off of them, I'm all in favor.

2- LA ART would be a year round tourist destination!

3- several cities around the world have gondolas, and they're all amazing.

4- there is literally no reason to not allow this project to go forward. Who is hurt by it? It literally benefits everyone involved.

Please let this go forward. Can't wait to take LA ART to dodger games with my son.

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium. Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality. This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._5005GZuXi9:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

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

Dear Mr. Zelmer,

More information is needed about LA ART's (Los Angeles Arial Rapid Transit) potential impacts on LA State Historic Park. California State Parks and its partners have repeatedly asked Metro and the LA ART team for additional information, most specifically the exact size, configuration and design scheme of the station on Spring Street. In light of the lack of information, the only responsible response is to voice strong reservation to the project.

I ask that the LA ART project and its impact on Los Angeles State Historic Park (LASHP) be considered in the context of the history of the park in the Northeast Los Angeles neighborhoods it serves and the City of Los Angeles. In 1999, the erstwhile Southern Pacific railyard was considered for industrial development. Developers aligned with city officials and promoted the 32-acre site for light industrial development under the guise of creating a few big-box jobs. The community and environmental groups organized to form the Chinatown Yard Alliance, which demanded instead that a park and open space be built on that space.

California State Parks stepped in to acquire the parcel and worked closely with the community to address the community's need for open space. Given the history of a multi-decade fight to establish parkland and open space as an alternative to private development, the damage to the park which would be caused by this project is especially concerning.

Los Angeles State Historic Park is now a gem among the State Parks in the Los Angeles area and a national model for urban parks. But the State's major investment that made LASHP possible may be at risk if private interests are allowed to spoil the public good represented by the park.

Based upon the information offered to the public of the proposed LA ART project, I am strongly opposed to the Spring Street Alternative and favor the Broadway Alternative. I am respectfully requesting more information about how the LA ART project will be situated and how it will impact the park.

Thank you,

Julia Meltzer
Executive Director
Clockshop

Full Name

Julia Meltzer

Organization/Affiliation

Clockshop

Please provide your email if you would like to be notified when the Draft EIR is available.

julia.meltzer@clockshop.org

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 1:53 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] LA ART and LASHP [ref:_00Df42UDS._5005GZuZzu:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Elizabeth Quinn [equinn@fieldworks-consulting.com]
Sent: 11/17/2020, 7:22 AM
To: laart@metro.net
Subject: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. I believe connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” This work is a flagship project for so many cities around the world. **By choosing the Broadway St station, LA will continue its place as an innovator by telling the world that parks and fruit trees for sharing is worth preserving especially today when we crave sharing and connecting more than ever.**

We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,
Elizabeth

--
Elizabeth Quinn, Independent Arts Administrator
Fieldworks Consulting
www.fieldworks-consulting.com
541-419-9836

ref:_00Df42UDS._5005GZuZzu:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

California State Parks and its partners have repeatedly asked Metro and the LA ART team for additional informaiton, most specifically the exact size, configuration and design scheme of the station on Spring Street. Metro HAS NOT BEEN FORTHCOMING on these very basic questions! In light of the lack of information, the only response is to voice strong reservation to the project.

Full Name

Amanda Trager

Organization/Affiliation

Passing Through Projects, Founder and Director

Please provide your email if you would like to be notified when the Draft EIR is available.

erikplusamanda@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

How will this solution will improve traffic before and after games?

Full Name

Austin Wheelon

Organization/Affiliation

PCL Construction

Please provide your email if you would like to be notified when the Draft EIR is available.

awheelon@pcl.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:34 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Re: LA ART and LASHP and proposed gondola to Dodgers Stadium [ref:_00Df42UDS._5005GZuUYQ:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: austin@austinyoung.com [austin@austinyoung.com]
Sent: 11/16/2020, 11:57 AM
To: laart@metro.net
Cc: info@fallenfruit.org; austin@austinyoung.com
Subject: Re: LA ART and LASHP and proposed gondola to Dodgers Stadium

ref:_00Df42UDS._5005GZuUYQ:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 12:21 PM
To: Kibriya, Fareeha; jusaya@metro.net
Subject: [EXTERNAL] FW: Letter of Support - Los Angeles Aerial Rapid Transit Project [ref:_00Df42UDS._5005GZuUVv:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Don Luis Camacho [don@camachomgt.com]
Sent: 11/16/2020, 11:54 AM
To: laart@metro.net
Cc: david.louie@cbrela.com; hello@laart.la
Subject: Letter of Support - Los Angeles Aerial Rapid Transit Project

Dear Mr. Zelmer,

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodgers Stadium. As you know, it would create the first permanent transit connection to Dodgers Stadium.

My Company, Camacho's Incorporated, has been headquartered at El Pueblo de Los Angeles Historical Monument since 1984 when my father, Andy Camacho, purchased El Paseo Inn Restaurant on Olvera Street. My family and I continue to own and operate that restaurant. Since that time we have seen the property and surrounding community grow.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars, approximately 3,000, off of the road before and after Dodgers games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. Projects like this are important to address the serious climate change impacts in California and have the ability to create local jobs and economic opportunities.

I urge the Metro Board of Directors to approve this important project and look forward to being a part of the review process. Thank you for the opportunity to express our views.

Very truly yours,

Don Camacho
President
Camacho's Incorporated &
El Paseo Inn Restaurant Olvera Street

DON CAMACHO
don@camachomgt.com
845 North Alameda Street, Los Angeles, CA 90012
P (213) 626-5554 ext.114 F (213) 626-5524

Notice to Recipient: This e-mail communication is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged and/or confidential. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, forwarding, or copying of this communication is strictly prohibited. If you received this message in error, please delete it, without copying it, and notify the sender by return e-mail. Thank You.

ref:_00Df42UDS._5005GZuUVv:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 9, 2020 9:52 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4Ywhug:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Martin Cox [photos@martincox.com]
Sent: 11/6/2020, 1:31 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

We need this. I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

-Martin

Echo Park Ave
Los Angeles

Martin Cox
photographs
www.martincox.com
instagram @martincoxphotos

ref:_00Df42UDS._500f4Ywhug:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 9, 2020 9:50 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YwgjY:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Manny Fonseca [thefonsecagroup@gmail.com]
Sent: 11/6/2020, 12:44 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

Good Day Ladies & Gentleman
We are writing today to express our heartfelt support for the smart & environmentally sound Los Angeles Aerial Rapid Transit project that has been proposed to connect Angeleno riders and Dodger fans from all areas of SoCal to Dodger Stadium from Union Station.

Dodger Fans are in dire need of alternative methods to access our beloved team and historical stadium.
Winning our first World Series in 32yrs will just increase people and traffic to watch LA's hottest ticket.
However, if you have ever sat in hours of access or, exit traffic from the stadium you KNOW first hand that we desperately need innovative transportation solutions and infrastructure.
This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic, better air quality and an opportunity to increase sales revenue through creation of novel shopping, restaurants and merchant shops on both sides of the transit system.

This zero-emission project also provides a much-needed and convenient alternative to driving. This will connect communities, create more park space and improve the use of the LA River for all to enjoy.

We urge the Metro Board of Directors to approve this important project in haste as we all patiently wait for the day we can all sit together and cheer our true LA Team.

Sincerely & Emphatically,
Manny Fonseca,
for the entire Fonseca Group team

ref:_00Df42UDS._500f4YwgjY:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 9:43 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: LAART- Strongly opposed to the Spring Street Alternative Description [ref:_00Df42UDS._5005GZuIqF:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Sam Harris [sam@culturehorticulture.com]
Sent: 11/13/2020, 10:00 AM
To: laart@metro.net
Subject: LAART- Strongly opposed to the Spring Street Alternative

Dear Mr Zelmer:

I stand in support of The Los Angeles River State Park Partners, a nonprofit organization dedicated to the support of the three California State Parks along the Los Angeles River (Los Angeles State Historic Park, Rio de Los Angeles State Park, and the Bowtie Parcel), review of the Notice of Preparation for the Los Angeles Aerial Rapid Transit project. As a landscape architect, an educator researching and teaching about this area, a neighbor, and involved community member at LASHP and our LA River State Parks, I feel the need to advocate on behalf of our State Park lands.

I'm writing to communicate some of our specific concerns, as detailed below. We request the issues we raise be addressed in planning processes and future decisions for the Los Angeles Aerial Rapid Transit project by the developer and LA Metro.

While we appreciate the inclusion of the statement in the NOP that "public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park," we are very concerned about many aspects of the proposed gondola system.

Our concerns are heightened by the limited specific discussion of LA ART's impacts on the park. We have repeatedly asked the LA ART team for additional information, most specifically the exact size, configuration and design scheme of the station on Spring Street. In light of the lack of information, the only responsible response is for us to voice our strong reservations.

We ask that the LA ART project and its impact on Los Angeles State Historic Park (LASHP) be considered in the context of the history of the park in the Northeast Los Angeles neighborhoods it serves and the City of Los Angeles. In 1999, the erstwhile Southern Pacific railyard was considered for industrial development. Developers aligned with city officials and promoted the 32-acre site for light industrial development under the guise of creating a few big-box jobs. The community and environmental groups organized to form the Chinatown Yard Alliance, which demanded instead that a park and open space be built on that space. California State Parks stepped in to acquire the parcel and worked closely with the community to address the community's need for open space. The park operated several years under an interim use plan until the final park was opened on Earth Day 2017.

Given the history of a multi-decade fight to establish parkland and open space as an alternative to private development, the damage to the park which would be caused by this project is especially concerning. Los Angeles State Historic Park is now a gem among the State Parks in the Los Angeles area and a national model for urban parks. But the State's major investment that made LASHP possible may be at risk if private interests are allowed to spoil the public good represented by the park. Based upon what we have seen of the proposed LA ART project, we are strongly opposed to the Spring Street Alternative and favor the Broadway Alternative.

Following review of the NOP to prepare a Draft EIR for the project, we ask that the following be considered:

1.Scale and mass of the station design. We are most concerned by what we understand to be the huge scale and mass of the station on the proposed Spring Street Alignment. Based upon our preliminary understanding of the physical considerations of a high capacity, high speed gondola, including the need for 90 degree turn at the Spring Street station, the need for a sizeable footprint to allow on and off loading via stairs, escalators and elevators, and the renderings provided in the LA ART presentation, we conclude that the Spring Street Station would be approximately 75 feet tall, or as tall as a nine story building. The tower will be located within 300 feet of the Visitor Pavilion and the Ranger Station which are the major installations in the park, yet the tower will be roughly four times as high as these structures;

2.Obstructing the viewshed from the park. Dangling three cables and large gondola cars across the park perpendicular to the long axis of the park –envisioned by the Spring Street Alignment --maximizes the negative visual impact on the viewshed of the park. Los Angeles State Historic Park will lose its iconic view of the downtown Los Angeles skyline; these

unobstructed and spectacular views are now being promoted as a gondola benefit;In addition to destroying the iconic views of the Los Angeles downtown, the three e three cable system would ensure it is no longer possible to fly kite or offer similar recreation activities at the Los Angeles State Historic Park, long a favorite activity of park visitors;

3.Architectural style of the station. We have no specific design information of the design aesthetic of the Spring Street Station, however if it replicates the bird-in-flight motif of the Alameda and Dodger Stadium stations then it will be in jarring contrast to the design of the Los Angeles State Historic Park;

4.Public safety and nuisance control. We are very concerned that the Spring Street Station would relocate pre and post-game partying and tailgating to Los Angeles State Historic Park, with a concomitant increased need for public safety and maintenance at the park;

5.Parking. A Spring Street Station, without an associated parking facility, would increase parking problems in the Mission Junction neighborhood;

6.Pedestrian safety. The section of Spring Street between Ann and Sotelo streets where the Spring Street Station is planned has a long-standing problem with pedestrian safety. Spring Street is a high-traffic arterial and the lack of any pedestrian crossing between College and Wilhardt Streets has made crossing hazardous for all residents of Mission Junction who want to visit LASHP, especially the students of Ann Street Elementary School and residents of the William Mead Homes. The proposed station at this location will exacerbate the serious pedestrian safety problem;

7.Impact on nature. The natural resources of the 32 acre Los Angeles State Historic Park are an important constituent element of the Los Angeles River ecosystem which is connected at the eastern end of the park. Potential impacts to wildlife and plants should be studied during and post construction;

8.Impetus for gentrification. The neighborhoods surrounding Los Angeles State Historic Park struggle with gentrification and disproportionate impacts on our communities. The gondola would exacerbate the gentrification process. We are very concerned about the potential negative impacts of the proposed Los Angeles Aerial Rapid Transit project on Los Angeles State Historic Park which we view as the greatest threat to Northeast Los Angeles open space in over 20 years. We welcome the opportunity to meet with you to discuss these concerns and our information requests. We look forward to working constructively with you and the developers throughout this public process.

Sincerely,

Samantha J Harris, ASLA, LEED AP

Director, Culture Horticulture

Adjunct Faculty, Cal Poly Pomona ENV

culturehorticulture.com

ref:_00Df42UDS._5005GZuIqF:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 9:26 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: LAART SUPPORT [ref:_00Df42UDS._5005GZuOli:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Andrew Hood [andrew@apothekela.com]
Sent: 11/15/2020, 5:57 PM
To: laart@metro.net
Cc: hello@laart.la
Subject: LAART SUPPORT

Hello Mr. Zelmer;

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sincerely,
Andrew Hood
8228 Fountain Ave #6; LA, CA 90046
--
Andrew Hood
Business Development Director
www.ApothekeMixology.com

PRE-ORDER APOTHEKE'S NEW BOOK HERE:
APOTHEKE: MODERN MEDICINAL COCKTAILS

Apotheke Chinatown NYC
9 Doyers Street
New York, NY 10013
212-406-0400

Apotheke Los Angeles
1746 N. Spring Street
Los Angeles, CA 90012
323-844-0717

ref:_00Df42UDS._5005GZuOli:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 9, 2020 9:48 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YwgbK:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Takayesu, Jim Corporate Tecolote [jtakayesu@tecolote.com]
Sent: 11/6/2020, 12:39 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._500f4YwgbK:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 11:36 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Gondola Support [ref:_00Df42UDS._5005GZuUE6:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Stacy Wong [swong@pacela.org]
Sent: 11/16/2020, 11:29 AM
To: laart@metro.net
Cc: david.louie@cbrela.com; hello@laart.la
Subject: Gondola Support

Hello,

On behalf of Kerry Doi of PACE, 1055 Wilshire Blvd, #1475, Los Angeles, CA 90017

pace Pacific Asian Consortium in Employment

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sincerely,

Kerry Doi
1055 Wilshire Blvd., #1475
Los Angeles, CA 90017

Stacy Wong
Director of Human Resources
pace Pacific Asian Consortium in Employment
1055 Wilshire Blvd., Suite 1475, Los Angeles, CA 90017
Tel: 213-989-3135

Fax: 213-353-1227
www.pacela.org


ref:_00Df42UDS._5005GZuUE6:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

A stop on Broadway would impact the surrounding community as people will park in our neighborhood. Parking is already scarce and usually gets worse during Dodger Season since most fans park in our neighborhood to save money and walk to the stadium.

Full Name

Lorena Aguilar

Organization/Affiliation

Solano Canyon Resident

Please provide your email if you would like to be notified when the Draft EIR is available.

lorenaisabelaguilar@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

do not build this. invest in underfunded already existing public transit for the downtown community, especially chinatown and elysian park.

Full Name

ethne dennis

Organization/Affiliation

lifelong resident of the city of los angeles

Please provide your email if you would like to be notified when the Draft EIR is available.

ethne.dennis@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

A Broadway tram station does not have the parking for riders seeking to avoid Union Station. People will drive to the area, park in the surrounding streets around the Broadway/Bishop Road tram station. A station on Broadway will impose a burden on our already limited parking.

I am in favor of the Spring Street station.

Full Name

Matthew Driggs

Organization/Affiliation

Solano Resident

Please provide your email if you would like to be notified when the Draft EIR is available.

matthewowendriggs@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

1. Impact on birds and other wildlife in an area that is in migration pathway.
2. Impact on traffic congestion, parking & air pollution
3. Impact on rental costs - rents near to transport hubs increase, which will destabilize the neighborhood
4. Impact on State Park footprint and users
5. Impact on public artworks at the State Park

Full Name

Janet Owen Driggs

Organization/Affiliation

Solano Canyon Resident

Please provide your email if you would like to be notified when the Draft EIR is available.

jdriggs@cypresscollege.edu

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

As a frequent visitor of LA State Historic Park I am very concerned about the Metro LA ART and how it might impact the park. Metro has not been forthcoming with the additional information that California State Parks and other groups have asked for. Metro must release specification and additional information before such a project can move forward. The city of Los Angeles desperately needs its park spaces and cannot afford to potentially lose part of the LA State Historic Park. Myself and other residents do not want to give up our precious public lands.

Full Name

Samantha Eddo

Organization/Affiliation

None/ concerned resident

Please provide your email if you would like to be notified when the Draft EIR is available.

samanthaeddo@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

We need more information about the proposed ART that would impact the LA River State Park, before a decision should be made. Why are we prioritizing access to Dodger Stadium over the idyllic open space that is the LA State historic park, which I am fortunate enough to visit and enjoy regularly.

Full Name

Alex English

Organization/Affiliation

citizen, resident of Echo Park

Please provide your email if you would like to be notified when the Draft EIR is available.

a.t.english3@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Environmental impact

Full Name

Toni Garavaglia

Organization/Affiliation

Resident

Please provide your email if you would like to be notified when the Draft EIR is available.

tonig@gmx.us

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

The stop on Broadway would effect our neighborhood

Full Name

Gloria Garay

Organization/Affiliation

Solano Canyon

Please provide your email if you would like to be notified when the Draft EIR is available.

Purple_daisy1013@hotmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 10, 2020 9:51 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Proposed Gondola Project [ref:_00Df42UDS._5005GYx2Cy:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: noemibg [noemibg@sbcglobal.net]
Sent: 11/9/2020, 6:03 PM
To: laart@metro.net
Subject: Proposed Gondola project

Dear Mr Zelmer...I am reaching out to you as a native Angelino and resident of L.A. With regards to this project, I oppose the Spring St station because it will bring many negative issues such as impeding the LA Historic Park skyline view of Downtown LA, parking issues, park security after dark with increased foot traffic, disruption of current Art at LASHP, and the natural habitat, serene park atmosphere, etc... For many years residents fought for more park space and after many years we finally have some great parks and natural hubs such as LASHP, El Rio, and Bowtie parcels.
I am also a Dodger fan and city does good job to get fans to Stadium bcuz the Dodger Express buses are easy to take, free, fun to ride and only run on game days. They also carry much more people. So this gondola would only be running on game days to stadium? Lots of money when there are so much other dire issues like homelessness, trash, etc...
I hope you take many of these concerns BEFORE starting anything.. sincerely, Noemi Garcia

Sent from my Galaxy

ref:_00Df42UDS._5005GYx2Cy:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I am opposed to the proposal to build the route above the State Historic Park (Cornfield)

Full Name

Oscar Garza

Organization/Affiliation

Area resident

Please provide your email if you would like to be notified when the Draft EIR is available.

oggarza@sbcglobal.net

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I do not support this project whatsoever. The McCourt famiky has shown nothing but disregard for our community snd mismanagement of their enterprises.

I live in Solano Canyon and I have huge concerns with the gondola project. I am requesting the city focus and prioritize the current infrastructure that is sorely lacking and dating back to early Los Angeles. I do not see this project as serving the local community's needs when the city should instead be prioritizing other infrastructure initiatives like making dedicated off ramps to and from the Stadium.

The Spring Street Station is the most beneficial not just to the riders but to the local community and merchants in the Chinatown area. A Spring Street station would be only a block away from the center of Chinatown where riders can eat and shop. Its placement next to the existing Gold line station also gives gondola riders (and Dodger fans) the option to connect to points north to Pasadena and beyond as well as to East Los Angeles along the Gold line route. The gondola route to the Stadium from a Spring Street station also avoids criss-crossing the historic state park right through the middle of the park. Public parking is available in Blossom Plaza for those seeking to avoid the Union Station connector. I am in favor of the Spring Street station.

A Solano Canyon tram station does not have the parking for riders seeking to avoid Union Station. People will drive to the area, park in the surrounding streets around the Broadway/Bishop Road tram station. A station on Broadway will impose a burden on our already limited parking.

I am in favor of the Spring Street station.

Full Name

Ted Gerike

Organization/Affiliation

Solano Canyon

Please provide your email if you would like to be notified when the Draft EIR is available.

tedgerike@me.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

We do not want a big ass air gondola during a pandemic. we want to reject this awful idea

Full Name

brooklyn green

Organization/Affiliation

person who enjoys a regular park

Please provide your email if you would like to be notified when the Draft EIR is available.

brooklynruthgreen@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

How can the ART system be used to benefit the current residents surrounding this area and to expand the future of the Metro transit system? Can it also be used as a blueprint to possibly expand to other hilly areas of the city?

Full Name

Bobby Guevara

Organization/Affiliation

Resident

Please provide your email if you would like to be notified when the Draft EIR is available.

bguevara2648@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, October 12, 2020 10:26 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Public comment on ART project to Dodger Stadium [ref:_00Df42UDS._500f4XdYpR:ref]

---------- Original Message ----------
From: Topher Hendricks [topherthendricks@gmail.com]
Sent: 10/6/2020, 10:10 AM
To: laart@metro.net
Subject: Public comment on ART project to Dodger Stadium

Hello,

As a resident of downtown LA, and frequent attendee of Dodger Stadium events, I am the exact demographic of who the LAART gondola project should appeal to. As a non-driver Angeleno, I would certainly be the prime candidate to make use of it.

But I am 100% against it. It is comically expensive for something that could be much better accomplished faster, cheaper, more effectively, and more environmentally friendly with more dedicated bus lanes, and actual pedestrian / bicycle infrastructure. There is no reason other than being uselessly flashy to install such a ludicrous gondola system that will require tons of construction and regular maintenance. I know that the system would be privately funded, but that money could be used for MUCH simpler solutions that are being overlooked.

How are you going straight to a gondola when there isn't even a SIDEWALK for people to walk to Dodger Stadium? Our public transit service is already being critically cut, how do we expect to add a whole new form of it? If whoever is funding this gondola wants to fund it so badly, they can easily shell out the additional tiny amount of money for the more practical easy solutions too. This project will be nothing but a catastrophic waste beyond a few PR photo opportunities for Garcetti. I urge you not to buy the monorail, Marge.

Thanks,

Topher T. Hendricks
topherthendricks@gmail.com
(908)256-3558

ref:_00Df42UDS._500f4XdYpR:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

The Broadway Street Alternative makes the most sense, but still should not require a fly over element. All the neighborhood needs is access from the train, and pedestrian and bike access from the train, and then directly from LA Historic Park to Broadway. That should have been the priority with the renovation a few years ago. There should be access from the Metro L Line (Gold) ROW and continue northwest, with a potential station located at the intersection of North Broadway and Bishops Road, and continue above Bishops Road and the 110 Freeway to Dodger Stadium. Public benefits being considered for the Los Angeles State Historic Park to include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park, to provide access for walkers and bicycles who cannot access now from Broadway.

Please be specific about what, if any benefit, a fly over element provides except for the further destruction of natural resources, disruption to life in Solano Canyon 50 years after the Dodger Stadium franchise took the land from under the communities living here? It needs to be explained why pedestrian access could not simply be prioritized between these spaces - sidewalks widened at the Solano 110 underpass, lights installed consistently for safety at night, crosswalks installed consistently for pedestrian safety throughout the neighborhood, and a local community watch installed for those invested in the community. We need to empower and include the community living here in Solano, serve everyone in the public coming to see Dodger Stadium better -- and the answer is not installing a hideously expensive and disruptive fly over system. No one asked for this. Start from the ground up.

Full Name

Amanda Hunt

Organization/Affiliation

Neighbor

Please provide your email if you would like to be notified when the Draft EIR is available.

asimmshunt@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Construction traffic impacts to the 110 Freeway and surface streets along proposed routes. Biological impacts of construction in and around Elysian Park.

Full Name

Talmage Jordan

Organization/Affiliation

Angeleno

Please provide your email if you would like to be notified when the Draft EIR is available.

TJORDAN@LAWA.ORG

This content is neither created nor endorsed by Google.

Google Forms

Kang, Jessie

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 9:21 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Scoping Comment - Gondola project [ref:_00Df42UDS._5005GZuOtw:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Tany Ling [tany.ling@gmail.com]
Sent: 11/15/2020, 7:57 PM
To: laart@metro.net
Subject: Scoping Comment - Gondola project

Greetings,

Please see the attached pdf of my formal comment on the gondola project. I am also pasting the contents of the letter to the body of this email. Thank you very much.

Tany Ling

* * * * * * * *

Attn: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing in opposition to the proposed LAART gondola project. It is my belief that this project would not help to revitalize Chinatown because rather than engaging and activating the community and mom'n'pop shops via foot traffic, spectators would ride high above, far removed from the neighborhood. While it may attract curiosity seekers to the area momentarily, it is not enough of an attraction to offset the cost of its existence to the local infrastructure and residents. The Chinatown locals would have no reason to ride the gondola, but would have to bear the entire burden of it looming over their homes. Moreover, the proposed route that invades the LASHP by crossing over it would tarnish a jewel of a park that offers rare wide-open green space in central Los Angeles.

I question the idea that the gondola would reduce car trips to and from the stadium on game days because the gondola would be in direct competition with the existing Union Station Shuttle buses, siphoning game attendees from the buses rather than private autos. Many Dodger fans won't take public transportation to and from games because of logistical/time constraints or because they want to tailgate both on the way to the stadium and in the stadium parking lot. This is evident by the dumping of empty beer bottles on residential sidewalks as well as public urination on private residential property both before and after games.

Should the overwhelming community opposition to this project be ignored these following topics are of great concern and need to be studied:

1. 1) Noise impact on nearby residents, especially on Savoy Street at Bishops Road
2. 2) Air rights along Bishops Road at Savoy Street, as well as Broadway and LASHP – Will the aerial tram be flying over any part of any private property? Bishops Road is not a wide thoroughfare and residents live on both sides, including at Cathedral High School
3. 3) Dodger Stadium alternate traffic mitigation plans should be implemented first–
    - Pay-As-You-Leave parking
    - Improved/Expanded Shuttle Bus service and enforcement of bus-only lane
    - Build real Pedestrian infrastructure for safe passage on foot to the stadium and through the parking lots
4. 4) Proposed tower/footing locations should have been made transparent by the time of the scoping meeting in order to elicit thorough community comments
5. 5) Traffic/parking impacts at proposed stations both on- and off- season
6. 6) Do the residents of Chinatown want this flying over their homes 365 days of the year?
7. 7) How would the privacy of nearby residents be protected?

Why not take the path of least resistance by strengthening the already existing Union Station Shuttle Buses and bus lane, compel the Dodgers organization to take up the widely used Pay-As- You-Leave parking system, and improve pedestrian access by building safe pedestrian paths leading into the Stadium grounds from all entrances and through the parking lots?

Sincerely,
Tany Ling, resident of Chinatown

ref:_00Df42UDS._5005GZuOtw:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I support Aerial Rapid Transit for the city of Los Angeles. Aerial transit is the best solution for environmentally friendly, sustainable, and economical mobility.

Full Name

Shawn Marquardt

Organization/Affiliation

Citizen

Please provide your email if you would like to be notified when the Draft EIR is available.

shawn.marquardt@doppelmayrusa.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I walk in this park every day, how much space is this going to take up within the park and how much traffic and congestion is this going to create around the park?

This is public land! Its beautiful, open, green space that is rare near downtown LA area and I want to keep it green.

We've been trapped in our homes during COVID-19, this is one of the few places people can escape to the outdoors. It is sacred land that shouldn't be developed. It's imperative to keep these spaces for the health and sanity of humanity.

I'm also concerned about drunk fans/event attendees abusing this land, leaving trash, crime rate, and drunk drivers flooding the area after events. How will you keep this area safe and clean?

Full Name

Monique Mckeag

Organization/Affiliation

Concerned local

Please provide your email if you would like to be notified when the Draft EIR is available.

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

The effect on the Los Angeles State Historic Park both during construction and after building. The park is one of few great spaces of green in the city and while the arcane idea of connecting Dodger Stadium and Union Station is a decent idea, I want to know what the affect will be on a piece of my neighborhood that I use often.

Full Name

Jordan McKinney

Organization/Affiliation

LA County Resident

Please provide your email if you would like to be notified when the Draft EIR is available.

jordan.w.mckinney@biola.edu

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I strongly support the LA ART project as I believe it will make Dodgers Stadium and Elysian Park more accessible and reduce car traffic. I prefer the Spring Street alternative because it provides access to more areas and would be more interested to sightseers and tourists. I strongly believe the gondola should operate every day. I think it will be an exciting addition to Los Angeles and be a popular destination.

Full Name

Nicholas Moede

Organization/Affiliation

Resident, 602 Park Row Drive

Please provide your email if you would like to be notified when the Draft EIR is available.

nicholasmoede@yahoo.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I reject the Spring St alignment and support the Broadway alignment. I do not want to give our public land over to the McMourt Family!

Full Name

Theresa Nakagawa

Organization/Affiliation

Citizen

Please provide your email if you would like to be notified when the Draft EIR is available.

Nakagata15@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Los Angeles State Historic Park (LASHP) is a unique public open space with historical significance and strong community ownership.

More information is needed about Metro LA ART's potential impacts on the park. California State Parks and its partners have repeatedly asked Metro and the LA ART team for additional information, most specifically the exact size, configuration and design scheme of the station on Spring Street. In light of the lack of information, our response is to voice strong reservations and objections to the project.

This is a park space that is used often by family and friends, especially now when meeting outdoors in open spaces is the only safe option during this Covid health crisis. We do not want to give our public lands over to the McCourt family!

Full Name

Tom Norris

Organization/Affiliation

private citizen

Please provide your email if you would like to be notified when the Draft EIR is available.

tnorris74@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 9:42 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: LAART Public Comment [ref:_00Df42UDS._5005GZuMfJ:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Dominique Ong [dominique.hope.ong@gmail.com]
Sent: 11/14/2020, 8:00 AM
To: laart@metro.net
Subject: LAART Public Comment

Hello,

My name is Dominique Ong and I am a Los Angeles resident. I strongly urge Metro to evaluate the potential long-term, cumulative impacts of the Los Angeles Aerial Rapid Transit Project (LAART) on nearby low-income communities and communities of color. Metro should center the most impacted populations and address the following factors in the Environmental Impact Report (EIR):

- How will LAART construction/operation/maintenance affect noise and vibration levels in the surrounding communities? How will changes in noise and vibration levels impact the long-term, cumulative health of the surrounding communities, especially elders and children (e.g. stress, sleep, mental well-being)?
- How will changes in the noise and vibration levels impact wildlife and overall ecosystem health?
- How much of LAART is publicly funded or financed through tax credits? How will public investment in project costs affect the amount of funding allocated for public transit, especially options currently most needed by nearby low-income communities and communities of color?
- Are potential beneficial and adverse effects inequitably distributed? Do the potential project benefits actually align with local priorities, defined by the most impacted communities? Are potential mitigation actions accepted by the surrounding communities?
- How will LAART impact buildings, vistas/viewsheds, landforms, ceremonial lands, religious institutions, historic resources, or gathering places important to the impacted communities? If LAART will harm community establishments, how will it then disrupt community cohesion?
- How will LAART construction impact the reliability of existing utilities?
- Will LAART contribute to relocation or displacement of current residents or businesses in Chinatown, El Pueblo, Mission Junction, Elysian Park, Union Station and Solano Canyon?
- If considering economic impacts, will the project result in high-quality, permanent jobs that pay current local residents livable wages?
- Will LAART result in the removal of trees/other vegetated areas? How will any changes to tree coverage and vegetation impact the ground temperature or air quality?

As
the lead agency, Metro also has the responsibility to ensure that proposed mitigation actions are appropriate or adequate in the EIR. However, Metro does not have to live with the potential adverse impacts of the LAART, if the project moves forward. The surrounding communities do. The Chinatown, El Pueblo, Mission Junction, Elysian Park, Union Station and Solano Canyon communities should be at the table. They should define what is beneficial to them, not a private company. Community leaders, especially those traditionally excluded from the process, need to be specifically consulted for their input on the draft EIR, especially regarding what mitigation actions work for them. Without the input of residents who have the local expertise, the draft EIR will be inadequate in scope.

Best,
Dominique


ref:_00Df42UDS._5005GZuMfJ:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I am in opposition of this project. This project would affect not only our existing parks, open spaces and wild life habitat but it is a also a way to gentrify our communities and push residents out of their communities. Specifically, addressing that the construction and implementation of this project would tremendously affect access to Los Angeles state historic park amongst others. An aerial tram is not a SUSTAINABLE solution to our transportation issues on Los Angeles county. Additionally, there is no information provided on how much this would cost Angelenos. I refuse to use tax payer money go into a project that would ultimately evade community spaces, and limit access to parks and communities who need access to FREE, open spaces. This project is not for the purpose and enjoyment of PEOPLE. Therefore I strongly oppose this project.

Full Name

Kimberly orbe

Organization/Affiliation

Community resident

Please provide your email if you would like to be notified when the Draft EIR is available.

Kimberlyorbe@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:11 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] LA ART and LASHP [ref:_00Df42UDS._5005GZuX5b:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Tricia Paik [tpaik@mtholyoke.edu]
Sent: 11/16/2020, 3:58 PM
To: laart@metro.net
Subject: LA ART and LASHP

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

Dear Mr. Zelmer,

As a native Angeleno still with strong ties to LA and a committed supporter of the artist collaborative, Fallen Fruit, I am extremely concerned about the gondola system proposed for the LA ART and the potential impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself. I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park spaces.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing" created by the artist collaborative Fallen Fruit. Los Angeles is greatly lacking such greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles. It is a destination that offers open green space for everyone to share, every day.

Sincerely yours,

Tricia Y. Paik

--

Tricia Y. Paik, PhD
Florence Finch Abbott Director
Mount Holyoke College Art Museum
50 College Street
South Hadley, MA 01075
(413) 538-2245
tpaik@mtholyoke.edu
pronouns: she/her

artmuseum.mtholyoke.edu

mhcam MOUNT HOLYOKE COLLEGE ART MUSEUM

ref:_00Df42UDS._5005GZuX5b:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

How this project will impact the traffic in Solano Canyon and surrounding communities.

Full Name

Daniel T Reza

Organization/Affiliation

Solano Community Resident

Please provide your email if you would like to be notified when the Draft EIR is available.

designdanman-now@yahoo.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I live in Solano Canyon and I have concerns with the gondola project. I am requesting the city focus and prioritize the current infrastructure that is sorely lacking and dating back to early Los Angeles. This community and surrounding roads were made to accommodate much smaller vehicles, and far less volume. The traffic congestion creates a dangerous situation where only one lane is open and completely jammed. Please do not ignore this community as it has been disregarded so much in the past. We would appreciate your consideration.

Full Name

Michelle Richter

Organization/Affiliation

Solano Canyon

Please provide your email if you would like to be notified when the Draft EIR is available.

mmichelllerr@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Provide higher capacity options to adequately serve demand. Dodger Stadium has a capacity of 56,000 fans and in 2019 had an average attendance over 49,000. The gondola system does solve the terrain challenges of linking to the stadium, but would only serve 10% of the stadium in the hour before the game. I am a NYC transplant, so I have taken the D train to Yankees Stadium and the 7 train to Citi Field. I have also taken the bus from Union Station to Dodger Stadium. I know how convenient mass transit can be, especially if fans are drinking or going as a group. I also want to express my preference for a Spring Street route which provides access to Los Angeles State Historic Park and its surrounding neighborhood.

Full Name

Andrew Salimian

Organization/Affiliation

Pasadena Resident / Baseball Fan

Please provide your email if you would like to be notified when the Draft EIR is available.

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

This seems like an unrealistic extravagance that doesn't quite read the room i.e. an ongoing pandemic & having a gondola fly over a neighborhood that is being gentrified and contains many small businesses that have been hit especially hard by the pandemic.

I wish the city would focus on serving the neighborhoods surrounding these proposed gondolas stations. Case & point: the fact that there still is not a bridge connecting Broadway to the LA Park after almost 4 years of it being open.

If a gondola station is made: it seems like one utilizing the Spring metro stop would make the most sense since the gold line connects there and there are more parking options.

Full Name

Brian Smee

Organization/Affiliation

resident of Solano Canyon

Please provide your email if you would like to be notified when the Draft EIR is available.

brian.d.smee@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Thank you for reading my comments.

My general thought about this project is that I'd love to see it be a little more ambitious in scope. I'd like more attention given to granting more Angelenos access to both Dodger Stadium AND surrounding neighborhoods and parks, not just from Union Stadium but also from other, less-served neighborhoods like many in NELA. It should be an addition to the whole community as much as it is an amenity for reaching Dodger Stadium from just one neighborhood. If we're really trying to get cars off the road, why not have this project get people to the Stadium from two ends?

Because the gondola is going to run not only during baseball season, I'd love to see it be used as a way to grant access to multiple parks in the area, which are mostly quite difficult to access without a car.. Why not have it, for example, curve around the stadium and run down Academy Rd. with a stop right in Elysian Park and then head down Stadium way to Elysian Valley and eventually to Rio Los Angeles Park? This would be an incredible addition to areas lacking in transit connections and access to downtown, especially when Taylor Yard redevelopment and the LA River Bike Path are finished. This project could be a major opportunity to open up our city's limited open space to people without cars (not to mention: people with disabilities!).

Additionally, I'd like to see you all consider improving both pedestrian and bike access to the stadium as part of this project. It seems that, if the goal here is to make it easier to get to Dodger Stadium without a car, there's a lot of low-hanging fruit in terms of making the walk to the stadium from Chinatown and on Stadium Way (both in Chinatown and in Elysian Valley) safer, as well as more direct and in so doing, more appealing.

Finally, I'd love to see you all look at reducing the size of the stadium's parking lot and laying the groundwork for affordable housing construction there. It's long overdue in terms of making amends with communities destroyed when the stadium was built and Chavez Ravine decimated, and lowering the amount of total parking on site would have the additional benefit of encouraging people to find other ways of getting to games.

Full Name

Aaron Stein-Chester

Organization/Affiliation

East Hollywood Resident

Please provide your email if you would like to be notified when the Draft EIR is available.

stein.chester@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

How will this construction affect the Los Angeles Historic Park? This park is my favorite in LA and a true treasure and I'd hate to see it be obstructed by this in any way.

Full Name

Cameron West

Organization/Affiliation

Local citizen (Arts District Downtown)

Please provide your email if you would like to be notified when the Draft EIR is available.

cameron.dane.west@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I live in Solano Canyon and I have concerns with the gondola project. I am requesting the city focus and prioritize the current infrastructure that is sorely lacking and dating back to early Los Angeles. I do not see this project as serving the local community's needs when the city should instead be prioritizing other infrastructure initiatives like making dedicated off ramps to and from the Stadium.

The Spring Street Station is the most beneficial not just to the riders but to the local community and merchants in the Chinatown area. A Spring Street station would be only a block away from the center of Chinatown where riders can eat and shop. It's placement next to the existing Gold line station also gives gondola riders (and Dodger fans) the option to connect to points north to Pasadena and beyond as well as to East Los Angeles along the Gold line route. The gondola route to the Stadium from a Spring Street station also avoids criss-crossing the historic state park right through the middle of the park. Public parking is available in Blossom Plaza for those seeking to avoid the Union Station connector. I am in favor of the Spring Street station.

A Solano Canyon tram station does not have the parking for riders seeking to avoid Union Station. People will drive to the area, park in the surrounding streets around the Broadway/Bishop Road tram station. A station on Broadway will impose a burden on our already limited parking.

Full Name

Andrea Harrow

Organization/Affiliation

local resident

Please provide your email if you would like to be notified when the Draft EIR is available.

andreaharrow@me.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I live in Solano Canyon and I have concerns with the gondola project.
I have concern that this is simply a corporate take over of our city. Our community is impacted enough with Dodger traffic, we simply cannot accommodate the future of this project. We have historic and cultural land below this air space. We have migrant birds that will be affected by such gondolas. This is simply not something the city should bow down to. The city focus and prioritize the current infrastructure that is sorely lacking and dating back to early Los Angeles. I do not see this project as serving the local community's needs when the city should instead be prioritizing other infrastructure initiatives like making dedicated off ramps to and from the Stadium.

A Solano Canyon tram station does not have the parking for riders seeking to avoid Union Station. People will drive to the area, park in the surrounding streets around the Broadway/Bishop Road tram station. A station on Broadway will impose a burden on our already limited parking.

The Spring Street Station is the most beneficial not just to the riders but to the local community and merchants in the Chinatown area. A Spring Street station would be only a block away from the center of Chinatown where riders can eat and shop. It's placement next to the existing Gold line station also gives gondola riders (and Dodger fans) the option to connect to points north to Pasadena and beyond as well as to East Los Angeles along the Gold line route. The gondola route to the Stadium from a Spring Street station also avoids crisscrossing the historic state park right through the middle of the park. Public parking is available in Blossom Plaza for those seeking to avoid the Union Station connector. I am in favor of the Spring Street station.

I am in favor of the Spring Street station.

Full Name

Lydia Moreno

Organization/Affiliation

1866 in Historic Solano Canyon

Please provide your email if you would like to be notified when the Draft EIR is available.

lydiaamoreno@aol.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 1:46 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] I urge you to approve the Los Angeles Aerial Rapid Transit Proposed Project. [ref:_00Df42UDS._5005GZuXrV:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: [mbrews9@yahoo.com]
Sent: 11/16/2020, 9:49 PM
To: laart@metro.net
Cc: hello@laart.la
Subject: I urge you to approve the Los Angeles Aerial Rapid Transit Proposed Project.

Dear Mr. Cory Zelmer,

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodgers Stadium. As you know, it would create the first permanent transit connection to Dodgers Stadium. Dodger stadium is an integral part of our community and ease of access to it would be a value added win for the city.

This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodgers games will benefit the community greatly with improved traffic and better air quality. It benefits our city to have more public transportation options.

I urge the Metro Board of Directors to approve this important project and look forward to being a part of the process. Thank you.

Fellow resident and community member

Mark Stevens

Sent from Yahoo Mail for iPhone

ref:_00Df42UDS._5005GZuXrV:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Thursday, November 12, 2020 7:18 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: LA ART-community input [ref:_00Df42UDS._5005GZuDBV:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: [chel2203@aol.com]
Sent: 11/12/2020, 1:42 PM
To: laart@metro.net
Subject: LA ART - community input

Dear Mr. Zelmer:

In response to the Notice of Preparation for LA ART, please see attached/below.

Thank you,
Michelle White

***

As a Los Angeles native resident, and volunteer at LA State Historic Park (LASHP) for the past four years, having reviewed the Notice of Preparation (NOP) for the Los Angeles Aerial Rapid Transit (LA ART), I am concerned about the project's potential impacts to LASHP. The park is used 365 days per year from 8:00 a.m. to sunset, while Dodger Stadium games span a matter of hours for approximately one-quarter of the days in a year. I believe the project's negative impacts to the park, especially the Spring Street Alternative, outweigh the suggested traffic amelioration around Dodger Stadium. That leaves the Broadway Alternative as the only viable possibility and only after full due diligence.

To provide maximum benefits for Los Angeles residents and visitors, funds and resources may be better-served in enhancing Elysian Park's infrastructure as suggested in a September 2020 Curbed article: "*A complete overhaul of the walking and biking infrastructure throughout the park, connecting it to the surrounding neighborhoods and existing transit, would make car-free trips to the stadium shorter and safer while also improving those same trips made in day-to-day life. This could be accomplished using a variety of dedicated infrastructure elements designed for steep inclines — stairs, ramps, escalators, even funiculars…*"

Protecting open space always seems to be an uphill battle amid ever-present economic pressures, but is essential to the physical and mental health of surrounding communities. LASHP's 32 acres and iconic skyline views provide a rare refuge within the city, complete with a variety of native plants and wildlife that has returned to this former brownfield. For the communities and especially young people of Solano Canyon, Chinatown and wider Downtown LA, no other similar space exists that is both close and accessible, conveniently via public transit. I have worked in habitat restoration at the park even prior to its reopening to the public in April 2017, and have been privileged to witness the park's parallel proliferation of nature and community use over the years. Any permanent degradation to the view or nature for a part-time, limited transportation option would be a detriment to the park and the communities who fought to have it exist.

Furthermore, I second the concerns raised by Los Angeles River State Park Partners (LARSPP), outlined in their letter dated November 10, 2020:

Scale and mass of the station design. We are most concerned by what we understand to be the huge scale and mass of the station on the proposed Spring Street Alignment. Based upon our preliminary understanding of the physical considerations of a high capacity, high speed gondola, including the need for 90 degree turn at the Spring Street station, the need for a sizeable footprint to allow on and off loading via stairs, escalators and elevators, and the renderings provided in the LA ART presentation, we conclude that the Spring Street Station would be approximately 75 feet tall, or as tall as a nine story building. The tower will be located within 300 feet of the Visitor Pavilion and the Ranger Station which are the major installations in the park, yet the tower will be roughly four times as high as these structures;

Obstructing the viewshed from the park. Dangling three cables and large gondola cars across the park perpendicular to the long axis of the park – envisioned by the Spring Street Alignment -- maximizes the negative visual impact on the viewshed of the park. Los Angeles State Historic Park will lose its iconic view of the downtown Los Angeles skyline; these unobstructed and spectacular views are now being promoted as a gondola benefit;

In addition to destroying the iconic views of the Los Angeles downtown, the three-cable system would ensure it is no longer possible to fly kite or offer similar recreation activities at the Los Angeles State Historic Park, long a favorite activity of park visitors;

Architectural style of the station. We have no specific design information of the design aesthetic of the Spring Street Station, however if it replicates the bird-in-flight motif of the Alameda and Dodger Stadium stations then it will be in jarring contrast to the design of the Los Angeles State Historic Park;

Public safety and nuisance control. We are very concerned that the Spring Street Station would relocate pre- and post-game partying and tailgating to Los Angeles State Historic Park, with a concomitant increased need for public safety and maintenance at the park;

Parking impacts. A Spring Street Station, without an associated parking facility, would increase parking problems in the Mission Junction neighborhood;

Pedestrian safety. The section of Spring Street between Ann and Sotelo streets where the Spring Street Station is planned has a longstanding problem with pedestrian safety. Spring Street is a high-traffic arterial and the lack of any pedestrian crossing between College and Wilhardt Streets has made crossing hazardous for all residents of Mission Junction who want to visit LASHP, especially the students of Ann Street Elementary School and residents of the William Mead Homes. The proposed station at this location will exacerbate the serious pedestrian safety problem;

Impact on nature. The natural resources of the 32-acre Los Angeles State Historic Park are an important constituent element of the Los Angeles River ecosystem which is connected at the eastern end of the park. Potential impacts to wildlife and plants should be studied during and post construction;

Impetus for gentrification. The neighborhoods surrounding Los Angeles State Historic Park struggle with gentrification and disproportionate impacts on our communities. The gondola would exacerbate the gentrification process.

Thank you for your attention to community concerns throughout this public process.

ref:_00Df42UDS._5005GZuDBV:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Thursday, November 12, 2020 1:15 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: LAART: Against the Spring Street Alternative [ref:_00Df42UDS._5005GZuApm:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Monica Wooters [mcwooters@gmail.com]
Sent: 11/12/2020, 10:10 AM
To: laart@metro.net
Subject: LAART: Against the Spring Street Alternative

November 12, 2020

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

Dear Mr. Zelmer,

I am writing to ask that you reconsider the Spring Street Alternative to the Los Angeles Aerial Rapid Transit project that developers and LA Metro are planning. The Spring Street Alternative route and, in particular, the proposed station will negatively impact the Los Angeles State Historic Park, a place that was passionately fought for sitting at the heart of our beloved city.

There are many concerns that have been voiced by the public, the people who enjoy this beautiful space. A major contributor to these concerns is the fact that there has been a lack of information regarding the footprint of the proposed infrastructure. We don't even know what the scale of the proposed station at the park would be under the Spring Street Alternative. Perhaps most concerning is that the station would expropriate a chunk of our park for private use and potentially destroy a portion of the Monument to Sharing art installation.

More specifically, the community is concerned about the following issues regarding the Los Angeles Aerial Rapid Transit project's Spring Street Alternative:

- Scale and mass of the station design. The bigger the footprint of the station, the less park there will be for Angelenos. In fact, any station will take away precious park space from our community.

- Obstructing the viewshed from the park. One of the main attractions of the park is its views of the surrounding neighborhood, especially downtown. Erecting a gondola line from the proposed Spring Street Alternative station will rob the park of a central feature and contemplative space.

- Architectural style of the station. The serenity of the park is in part due to the architectural choices that have been made. It is worrisome that we know almost nothing about the proposed project including its stylistic and architectural vision.

- Public safety. Large crowds of baseball fans are not conducive to a peaceful space for respite in the middle of the city. Elysian Park already suffers from its fate as host to Dodger Stadium and we should ensure that the same fate does not befall the Los Angeles State Historic Park.

- Pedestrian safety along Spring Street is already a problem that has yet to be fixed. While the project aims to control traffic at Dodger Stadium, this could very well mean that that traffic will be shunted on to Chinatown and the Mission Junction neighborhood. Many people walk and bike to the park from nearby neighborhoods and little has been done to address their safety and access.

- Impact on nature. The whole point of the Los Angeles State Historic Park is a place for people and other denizens of the city to find a bit of nature. While humans need that space, the resident birds and mammals of our city also need space to roam and forage. The impacts to wildlife and plants should be studied during and post construction because we know that the Spring Street Alternative

will put that nature in jeopardy.

- Impetus for gentrification. We don't want our beloved park to be an ignition for gentrification wildfire. The Spring Street Alternative is a perfect example of a project that will draw excess development to the area changing the landscape, hiking up the cost of living, and squeezing current residents out of their homes and neighborhoods. We do not want that to happen.

We use this park everyday to relax and get away from crowds, feel closer to our history and embrace the sycamores and sages that make up our native flora. Los Angeles has one of the smallest percentages of public parks in the country, especially for a place so blessed with beautiful weather and nature. In a city where there are few places for respite, this park is a gem. We are asking that you put a halt to the Spring Street Alternative plan and consider other ways to improve transportation to Dodger Stadium. Please don't make our park another victim of big development and little care for the space we share.

Sincerely,
Monica Wooters
Los Angeles resident

P.s. Please find a PDF version of this letter attached to this email.

ref:_00Df42UDS._5005GZuApm:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I like the idea a lot, seems like a very good way to encourage public transit for people to get to Dodger Stadium and seems like a way better option to hop on a train and gondola rather than sit in traffic, especially when it might take the same amount of time depending on the traffic. If it also connects to different things in LA that would be good as well. Overall, a good idea.

Full Name

Organization/Affiliation

Please provide your email if you would like to be notified when the Draft EIR is available.

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

What is being studied/done about the safety of the public in regards with the entire gondola system when and if it goes over freeway and/or high volume streets? Should anything fall, gondola's, structures or any other object/trash etc., it would be a bad thing. It wouldn't put just riders at risk but the general public as well.

Ensure the public of the accurate and real risks to all potential parties involved no matter small or large.

Full Name

Organization/Affiliation

Please provide your email if you would like to be notified when the Draft EIR is available.

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:32 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Comments regarding the proposed Los Angeles Aerial Rapid Transit [ref:_00Df42UDS._5005GZuTsK:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: [bliss.thomas@gmail.com]
Sent: 11/16/2020, 10:55 AM
To: laart@metro.net
Subject: Comments regarding the proposed Los Angeles Aerial Rapid Transit

Mr. Cory Zelmer

Deputy Executive Officer, Metro Los Angeles

After reviewing the Notice of Preparation for the Los Angeles Aerial Rapid Transit project, I am writing to express my concerns, which chiefly relate to the proposed gondola's impact on the 3-year-old Los Angeles State Historic park (LASHP). This park was opened – in a severely under-parked area - after a decades long fight to establish parkland and open space as an alternative to private development.

As a native of Los Angeles, California, I am deeply concerned that the State's investment in LASHP may be at risk if private interests override the public interest represented by the park.

I am strongly opposed to the Spring Street Alternative and favor the Broadway Alternative. Please consider the following:

1. I am most concerned by the enormous scale and mass of the station on the proposed Spring Street Alignment. The proposed tower would be within 300 feet of the Visitor Pavilion and the Ranger Station and would rise roughly four times as high as these structures.

2. Cables and gondola cars across the park will undoubtedly spoil the lovely view of the downtown Los Angeles skyline.

3. Although design information for the Spring Street Station has not been made public, if it replicates the style of the Alameda and Dodger Stadium stations it will be entirely inconsistent with the design of LASHP.

4. I am concerned that the Spring Street Station would require an increased need for public safety and maintenance at LASHP.

5. Without adjacent parking, a Spring Street Station would increase parking problems and thereby result in increased air pollution in the Mission Junction neighborhood.

6. Spring Street is a high-traffic arterial lacking in pedestrian crossings between College and Wilhardt Streets. The proposed station at this location will intensify this significant pedestrian safety problem.

7. The natural resources of the 32-acre LASHP are an important element of the Los Angeles River ecosystem. Impacts to flora and fauna should be monitored during and after construction.

8. The gondola would increase gentrification already in process in the surrounding community.

I see the negative impacts of the proposed Los Angeles Aerial Rapid Transit project on LASHP as the greatest threat to Northeast Los Angeles open space in over 20 years. This is why I favor the Broadway Alternative.

Thank you.

Thomas Bliss
Los Angeles

ref:_00Df42UDS._5005GZuTsK:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 9:23 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Public comment against proposed Dodger Stadium gondola [ref:_00Df42UDS._5005GZuOnA:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Josh Byun [joshuaby@usc.edu]
Sent: 11/15/2020, 6:13 PM
To: laart@metro.net
Subject: Public comment against proposed Dodger Stadium gondola

A private company has proposed a gondola to transport people from Union Station to Dodger Stadium. This will cross over Chinatown, literally & figuratively using our community as the foundation for a money-making scheme while flying over our real needs.

Chinatown residents need frequent, reliable transit to essential services, not a flight to Dodger Stadium - especially not at the cost of towers and wires looming overhead! Although the project is technically privately funded, it uses public space and may further disincentivize investment in public transit that will actually serve everyday needs.

We cannot allow private interests to profit off our community under the veneer of “cool” sustainable transit - is that really more sustainable than investing in underfunded services people already rely upon?

Please consider how the project’s construction and operation will affect things like residents’ privacy, noise, accessibility & comfort of public space, cultural/historic resources, traffic, existing transit, etc. Chinatown is not to be an afterthought or a playground to build on top of - we have families, elders, & friends and we’ll fight for what we deserve!
--
All the best,

Josh Byun
University of Southern California '16
Thornton School of Music | B.S. Music Industry
314-766-3739 | joshuaby@usc.edu

ref:_00Df42UDS._5005GZuOnA:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:26 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Project Support [ref:_00Df42UDS._500f4Yv8EC:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: calvin chin [busuzima2020@yahoo.com]
Sent: 10/29/2020, 5:14 PM
To: laart@metro.net
Cc: hello@laart.la
Subject:

Hell i am writing on behalf of supporting la aerial rapid transit project this would save more cars more gas money saving as you see yourself traffic is wrost in la less smog more to relax this project will save people lots of time i for one support this porject i will speak with you or at a public hearing thank you

Sent from Yahoo Mail on Android

ref:_00Df42UDS._500f4Yv8EC:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I think everything listed is what needs to be covered. Please preform a more serious study and review of the La Paz Gondola system, along with other urban gondolas built in South America. The benefits are endless

Full Name

Jordan Cohen

Organization/Affiliation

UCLA

Please provide your email if you would like to be notified when the Draft EIR is available.

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Full Name

Jaime Diaz

Organization/Affiliation

Personal

Please provide your email if you would like to be notified when the Draft EIR is available.

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

More information is needed about Metro LA ART's (Los Angeles Aerial Rapid Transit) potential impacts on LA State Historic Park. Can there be additional information provided, most specifically the exact size, configuration and design scheme of the station on Spring Street? What are the resources being used to go into this—environmental, budgetary, labor, etc.?

Full Name

DL

Organization/Affiliation

N/A

Please provide your email if you would like to be notified when the Draft EIR is available.

dliu.daphne@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 10:43 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Comment for Los Angeles Aerial Rapid Transit Project [ref:_00Df42UDS._5005GZuTiP:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: TiDo - Tiffany Do [tiffany.tido@gmail.com]
Sent: 11/16/2020, 10:40 AM
To: laart@metro.net
Subject: Comment for Los Angeles Aerial Rapid Transit Project

Vehemently OPPOSE this project. This is just another tool of gentrification that will end up hurting the surrounding local community of Chinatown rather than supporting.

Best,
Tiffany Do

ref:_00Df42UDS._5005GZuTiP:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Safety. How are you going to ensure this system is safe? Will attendants/security be present in the gondolas to prevent people from being mugged or assaulted? After Dodgers games or concerts will there be any screening to ensure that people are not boarding the tram while severely intoxicated/agitated? Being on a seven minute tram ride with drunken, rowdy baseball fans seems extremely unsafe.

Full Name

DR

Organization/Affiliation

Please provide your email if you would like to be notified when the Draft EIR is available.

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 1:51 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit Project [ref:_00Df42UDS._5005GZuY2J:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: janet owen [janet38@earthlink.net]
Sent: 11/17/2020, 12:05 AM
To: laart@metro.net
Subject: Los Angeles Aerial Rapid Transit Project

Dear Mr. Zelmer,

I am disturbed to note the advanced point at which the Los Angeles Aerial Rapid Transit Project is finally being discussed with local residents on whom it will have an undeniable impact, and I have a question:

If the goal of the project is to transport spectators from Union Station to Dodger Stadium, what is the purpose of a stop in-between?
There are no commercial attractions in our residential neighborhood to make any part of the Canyon other than for Dodger Stadium a destination for visitors, and there are not enough Solano residents taking public transit to make it viable. Further, if speed is the point, an additional stop will slow the passage of fans to and from the Stadium.

Unless someone is planning to build a mall or entertainment complex in the area — perhaps in the freed-up Dodger parking lots? — then the additional stop is a waste of resources that will damage the biological and social environment. Are such plans afoot?

Alternatively, does the additional stop provide the "public benefit" required to justify the expenditure of public funds?

I look forward to your response,

Regards

Jan

Janet Owen Driggs

514 Casanova Street
Solano Canyon

ref:_00Df42UDS._5005GZuY2J:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Cheaper/Lower Impact Transportation Alternatives. Before hundreds of millions of dollars are invested in a gondola, the pedestrian and cyclist experience around the stadium could be upgraded for much cheaper. Bike lanes on Sunset/Vin Scully Avenue and an escalator from Bernard Street and Stadium Way that caters to passengers from Chinatown station could move more people for much cheaper. The gondola helps but it won't work for everyone which is why we need a multi-modal approach.

Full Name

Rodney Feddema

Organization/Affiliation

Please provide your email if you would like to be notified when the Draft EIR is available.

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Noise to residents below. Cost of operation and use during dodgers offseason. Safety of passengers during terrorist attacks or earthquakes. Drunken passengers after game.

Full Name

John Fones

Organization/Affiliation

Please provide your email if you would like to be notified when the Draft EIR is available.

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

The cost to ride the Gondola should be affordable to encourage more people to use this instead of parking at the stadium.

What will Metro do if there is a large influx of parking at Union Station after this project is completed? It's already tricky parking in there but I imagine with this it will fill up even the Sublevel 4 lot.

Will this project eliminate the Dodgers Express Buses that currently go up to the Stadium? I think we should keep the buses in addition to the new Gondola so there's multiple ways to get up to the stadium in case the Gondola breaks down.

Will we be able to use TAP cards to get on the Gondola or will it be a completely separate system?

Will the ART system be operable at other times if tourists, etc want to just ride the ART for the experience? Can the Gondola be slowed down when it's not serving Dodgers games so if people just want to do a sightseeing type thing they have more time?

How does the Gondola accommodate people with disabilities? Will their be attendants to slow down the Gondola if someone needs extra time to board or deboard? What about announcements inside the Gondola, will there be a voice telling people when to get off and get on? Flashing lights maybe for hearing impaired people?

Full Name

Josh Francis

Organization/Affiliation

Dodger Fan

Please provide your email if you would like to be notified when the Draft EIR is available.

joshglk@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:24 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._5005GZuXpU:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Robert Fresquez [robertfresquez@live.com]
Sent: 11/16/2020, 9:19 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

I think we need multi ways of doing transportation and this is just one way to do it. I think it is smart and should be combined with other ways of easing traffic.

If this deal is privately funded or even helped with a little bit of public funds I think it is a good move.

Just give it a fair shot. If the numbers and economics don't work then don't do it. But if it seems to help then give them a shot. Plus I trust the previous ownership of the dodgers they have always been good for our community. So I give them a little leeway.

Take care

Robert Fresquez
Branch Manager
Fidelity 1st Funding
DRE #01247918
NMLS#354430
Cell (626) 497-5247
EFAX (855) 868-5142
Office (626) 623-6361

ref:_00Df42UDS._5005GZuXpU:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 10:10 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: gondola project input [ref:_00Df42UDS._5005GZuTLQ:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Dara G [dara1635@gmail.com]
Sent: 11/16/2020, 10:07 AM
To: laart@metro.net
Subject: gondola project input

Dear Mr Zelmer, Please see attached letter.
Regards,
Dara Gelof

ref:_00Df42UDS._5005GZuTLQ:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

How much would this cost? Who has already paid for this virtual town hall? What is the expected use beyond 81 Dodger games? Why is the MTA involved with bankrupt'businessman' McCourt? How much has McCourt donated to city officials? Is this the best alternative to alleviate Dodger Stadium traffic? Will this replace lower cost Dodger Stadium Express? Why not improve pedestrian egress from the stadium? Lighting and sidewalk improvements.

Full Name

Robert Glatstein

Organization/Affiliation

Please provide your email if you would like to be notified when the Draft EIR is available.

Bertglats@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

LA Aerial Rapid Transit

Full Name

Brooklyn Ruth Green

Organization/Affiliation

LAartvirtualopen house

Please provide your email if you would like to be notified when the Draft EIR is available.

Brooklynruthgreen@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:39 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW LA Aerial Rapid Transit--Citizen Response/Comments [ref:_00Df42UDS._5005GZuWz9:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Catherine Gudis [cagudis@gmail.com]
Sent: 11/16/2020, 3:36 PM
To: laart@metro.net
Subject: LA Aerial Rapid Transit--Citizen Response/Comments

To Whom It May Concern:

I write to vehemently oppose the Dodger Stadium Gondola project. I do not believe that these McCourt-sponsored developments have a place in the built and natural environment of Los Angeles. There are multiple problems that I hope the City of LA will consider in terms of:

—the disruption of open space above our heads, wherever the gondola passes
—the disruption of our view shed in seeing gondolas instead of the sky, Mountain View in distance, clouds, etc.
—the disruption of the neighborhoods and the land itself where the poles along the route—any route—will be installed and which passes through neighborhoods that have been the most disregarded in the history of the city of los angeles
—creating such massive disruption of urban and natural space and skylines for a gondola intended to serve Dodger Stadium, which itself is not utilized every day of every year is a ridiculous travesty
—the City of LA has many needs for infrastructure and mass transit, and this does not address any but one—overcrowding of streets and parking for a handful of days in the year.
—this plan defers and displaces the parking and congestion onto other areas that have limited parking and already suffer from congestion.
—inadequate public outreach was conducted to find out what Angelenos think about this, especially those who will be immediately affected
—the overscaled terminal buildings for this project seem to, again, only serve the one function of the gondola which will have great demand for only a limited number of days per year.

Investment in bus routes and utilization of the Dodger Stadium parking lot for public purposes — housing, parking, storage, recreation — might make many of us feel better about this plan, which serves so few angelenos.

I advocate instead for luxury buses to be paid for by the McCourts to carry people from Dodger Stadium to Chinatown, to serve commercial and business needs for investment in the shops and restaurants there, continuing on to Union Station.

This money and the land of the parking lot should go to serve unhoused people and the community.

The City should not be giving up its access to land for a one-use project like this one.

I hope this plan does not go forward, under any routing or under any circumstances.

Thank you.

Sincerely,

Catherine Gudis
1342 Lucile Avenue
Los Angeles, CA 90026

ref:_00Df42UDS._5005GZuWz9:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, October 27, 2020 11:24 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Gondola from Union Station to Dodger Stadium [ref:_00Df42UDS._500f4YtzPo:ref]

FYI

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Dara Halperin [dhalperin@msmu.edu]
Sent: 10/23/2020, 4:14 PM
To: laart@metro.net
Subject: Gondola from Union Station to Dodger Stadium

I think a gondola to Dodger Stadium from Union Station can be a good idea IF AND ONLY IF:

1. It provides jobs at a living wage with mostly full-time positions for service-people (janitorial, customer service, etc.).

2. The affected neighborhoods have as much input and decision-making power as all other interested parties. This is just plain the right thing to do and can check unbridled power that comes from wealth and privilege.

3. The price of the round-trip ride to and from the ballpark is not cost prohibitive for the average Angelino.

4. The company/corporation that own/runs the business has the same racial make up in its highest levels as our beloved city, including, but not limited to the CEO, COO, CFO, and all upper, middle, & low levels of management.

5. Provides opportunities for advancement within the company with active recruitment of women and people of color with no wage inequalities.

6. Has a positive environmental impact on the community with no negative impacts. Also, specifically require a zero carbon emissions policy.

Thank you for your time.

Dara Halperin
(she/her/hers)

Please wear a mask, wash your hands, social distance, and support essential workers. Thank you!

ref:_00Df42UDS._500f4YtzPo:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

community resources

Full Name

Jackson Hurst

Organization/Affiliation

self

Please provide your email if you would like to be notified when the Draft EIR is available.

ghostlightmater@yahoo.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I have concerns about the noise, air quality, and negative impact to quality of life from this aerial project. This project impacts many low income residents and elders who live in the Chinatown and Solano Canyon neighborhoods who are at the most risk. We also live in a earthquake prone region, so I am also concerned about the geology/soil of the aerial infrastructure. Will the residents be properly and fully compensated if there was an environmental disaster that resulted from the aerial infrastructure? I do not support the pedestrian bridge to be built from the LA State Historic Park as this will bring too much foot traffic and transients into the quiet Solano Canyon community.

Full Name

Jennifer Huynh

Organization/Affiliation

n/a

Please provide your email if you would like to be notified when the Draft EIR is available.

jhuuuynh@yahoo.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I do not believe this is necessary for transportation. I believe it will be an eye sore and will take up too much of the park. The park is so beautiful and spacious, especially in a time where we need to be conscious of our distance from others. It's a gorgeous urban park and I do not want to see another monstrosity killing our greenery in a place where that's quite scarce. It's unnecessary and frankly, irresponsible. Please do not allow this to be built.

Full Name

Hannah Kallaoun

Organization/Affiliation

Please provide your email if you would like to be notified when the Draft EIR is available.

hkallaoun@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

I do not believe this is necessary for transportation. I believe it will be an eye sore and will take up too much of the park. The park is so beautiful and spacious, especially in a time where we need to be conscious of our distance from others. It's a gorgeous urban park and I do not want to see another monstrosity killing our greenery in a place where that's quite scarce. It's unnecessary and frankly, irresponsible. Please do not allow this to be built.

Full Name

Hannah Kallaoun

Organization/Affiliation

Please provide your email if you would like to be notified when the Draft EIR is available.

hkallaoun@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Public Comment Aerial Tram Dodger Stadium [ref:_00Df42UDS._500f4XcTqe:ref]
Date: Thursday, October 22, 2020 10:22:35 AM

---------- Original Message ----------
From: Kyle Video Edit [elpresidenteshinobi@gmail.com]
Sent: 10/1/2020, 4:16 PM
To: laart@metro.net
Subject: Public Comment Aerial Tram Dodger Stadium

May be odd, but after seeing a bullet hole in the Blue Line as I was boarding last year (WTF?!), I have concerns about flying a giant target going over Elysian Park... What measures will you take to ensure safety of public?

ref:_00Df42UDS._500f4XcTqe:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Full transparency on the rapid transit and how it affects public lands. McCourt should not be given any public land.

Full Name

Philip Lee

Organization/Affiliation

None

Please provide your email if you would like to be notified when the Draft EIR is available.

Philiplee122@hotmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, October 5, 2020 11:10 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Proposed Gondola Project [ref:_00Df42UDS._500f4XcUMG:ref]

---------- Original Message ----------
From: les.lemon.author [les.lemon.author@gmail.com]
Sent: 10/1/2020, 7:28 PM
To: laart@metro.net
Subject: Proposed Gondola Project

Let me start by saying that I love LA, take @metrolosangeles everywhere, and am a big fan of designing urban environments to make them more fun, safe, and efficient via walkability and public transit.

So, in principle, love the fanciful flair of the Dodgers Stadium gondola idea. Very creative. Should be realized. Somewhere.

In reality...Have you talked to anyone at Disney or Knotts or Cedar--someone expert in theme-park experience? Because the gondola would be essentially a themed ride. And in terms of capacity, reliability, safety, doing what you want it to do...This is not the place. Or the way.

A gondola to Dodger Stadium won't have the speed or capacity to safely carry hordes of attendees to the stadium, and because a game starts at a specified time, *everyone will want to be on the gondolas at once*. The streets, businesses and residences over which the gondolas would glide...they want this overhead? Doubtful. And if there's a breakdown...how are you repairing the system and evacuating riders over that terrain?

Instead, pick a steeper, shorter, less populated route. Install a gondola to the Observatory in Griffith Park. That would work. Or weave a gondola experience into Angel's Flight in DTLA. Or--You get the idea. Install it so that it could be a short line, and will ferry locals and tourists to a specific destination where it *doesn't matter so much when they arrive*.

This could work in the right spot as a controlled, leisurely experience. Locals and tourists will dig it. But not as a workhorse trying to zip thousands of fans up to the stadium in time for the first pitch.

That's my 2 cents. Good luck. Keep thinking of fun arty stuff outside the box.

Leslie Le Mon

Sent on my Virgin Mobile Phone.

ref:_00Df42UDS._500f4XcUMG:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 9:22 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Project [ref:_00Df42UDS._5005GZuOr2:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: [lightpeg4@gmail.com]
Sent: 11/15/2020, 7:06 PM
To: laart@metro.net
Subject: Los Angeles Aerial Rapid Transit Project

Hi Cory:

I am a frequent user and supporter of park-lands in the greater Los Angeles area. We are fortunate to have our newest Los Angeles State Historic Park which has become a gathering place for many in the city who can not get out into the local mountains.

While I am interested in the idea of a "gondola" that will transport people above the traffic, I believe it would be detrimental to the peace, solitude, and beauty of this Park if the gondola were to bisect it as envisioned in the Spring Street Alignment. One thing I know is that the fewer obstructions / intrusions you have in a park, the more benefit the people will have who visit the park, and the more interactions they are able to have with the natural world.

Please consider the "Southern / Broadway" alignment, which, while not perfect, is at least less obtrusive and will still allow people to enjoy the heart of the park without obstructions – visual, noise, etc.

I believe you are also considering a pedestrian bridge, providing access to the park without having to cross Broadway – that will certainly help with the objectives of "Vision Zero" to separate pedestrians and cars as much as possible. Thank you very much for including this important feature.

With appreciation for your consideration,

Peggy Light
1490 Palisades Dr.
Pacific Palisades, CA 90272

ref:_00Df42UDS._5005GZuOr2:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:09 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] LA Aerial Rapid Transit Project Scoping Comments - Gondola to Dodger Stadium [ref:_00Df42UDS._5005GZuXdF:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Phyllis Ling [pling@yahoo.com]
Sent: 11/16/2020, 7:02 PM
To: laart@metro.net
Cc: gilbert.cedillo@lacity.org; mayor.garcetti@lacity.org; assemblymember.carrillo@assembly.ca.gov
Subject: LA Aerial Rapid Transit Project Scoping Comments - Gondola to Dodger Stadium

Attn: Mr. Cory Zelmer, Deputy Executive Officer, Metro

To whom it may concern:

I am writing to register my comments regarding the proposed gondola to Dodger Stadium. This project, the first private/public partnership of its kind, would benefit a private corporation at the public's expense. This is a tourist attraction and corporate welfare for developers, not public transit.

I believe that the Broadway alignment is a distraction. This aerial gondola looks like a gift to developers who want to turbocharge development of the Cornfield Aroyo Specific Plan (CASP) area, the industrial district between the LA State Historic Park and the LA River. And why not? The Dodger Stadium property is constrained by a conditional use permit. Anyone who wants to create an "LA Live" nightlife experience for Dodgers fans needs to look elsewhere, and the CASP area is only a gondola ride away. This is not unlike the situation with the Portland Aerial Tram, in which a hospital at the top of the hill wanted to expand their campus into an industrial area at the bottom of the hill.

But one big difference here is that this gondola would cut through the middle of the Los Angeles State Historic Park. This project would be at the expense of the Chinatown Community, who fought hard for this open space, rather than see it turned into an industrial office park. After it was dedicated as park land, the community waited many more years for construction to be completed. And now, just as we are beginning to enjoy this open space, a private company wants to cut through the heart of the park with this massive monstrosity. This is offensive, especially as the City is making efforts to advance social equity. This public resource in a low income community must not be sacrificed to a private company for private gain.

Chinatown is not for sale. This park is not a convenient right-of-way for a private company's newfangled ride. I've been hearing rumors for months that this project was a done deal, that the applicants have been lobbying city and state officials for over a year. Maybe it shouldn't be a surprise – after the recent scandals in City Hall – that government leaders are all too willing to provide corporate welfare for developers.

But where does it end? Even though this is proposed as a privately funded and privately operated project, is there any guarantee that tax payers won't have to bail it out if there are cost overruns, as happened with the Portland aerial tram? Will this project end up as corporate welfare for The McCourt family? For many years before the pandemic, the Dodger Stadium parking lot has been allowed to be exploited for various uses, such as outdoor carnivals and loud, base-thumping concerts, to the detriment of nearby residents. It's really about time that city leaders stand up for the needs and concerns of residents, rather than simply putting up with our complaints.

The outreach for this project has been lacking in both reach and substance. What has been presented is a concept. The presentations and materials provide scant information on the physical aspects of this major construction project, such as the tower and intermediate station footprints, heights, locations, and architectural character. The public is being deprived of adequate notice to determine whether they have a pressing interest in commenting on the scope of the EIR. For many, this is still a far-fetched idea that will never get built. There's no explanation for how this pencils out financially for the private company, and it's hard to see how this makes a significant dent in game-day traffic congestion. Metro should be focusing its resources on transit that serves our communities, not a tourist attraction.

The towers are not insignificant. The applicants have been engaging the electeds in LA and in Sacramento for over 2 years, with limited outreach to "select" stakeholders in the Chinatown area. Residents like me, who live in the path of this proposed gondola, were notified 2 months ago. After 2 years of planning, shouldn't the potential locations of the towers be known and disclosed? Shouldn't we have a rendering that shows us the mass and scale of a station at Broadway and Bishops Road?

The scoping meeting on October 22nd was held at the same time as the highly anticipated 3rd Presidential debate. Even if this scheduling conflict was unavoidable, wouldn't it be wise to hold a second scoping meeting? I just hope that the next major outreach event or comment deadline isn't in the middle of lunar new year.

Finally, the proposed public benefit of funding for the bridge from Broadway is a farce. One of the proposed routes appears to run exactly where a bridge could be installed, according to a study commissioned by the State. I recall attending the outreach meeting, in which the consulting firm asked attendees where they wanted to see the bridge built, and asked us to place stickers on their posters to register our preference, and a majority of the stickers were at Bishops Road and Broadway.

This bridge, which has long been promised to the Chinatown community, should not be held hostage to this project, and it should not be nixed because of this project. The Chinatown community lobbied hard to make sure that the park was built, and has been waiting and lobbying for improved access. Right now, access to the park is from Spring Street, where new, luxury developments are rising. Any threats to access from Broadway, which would improve serve more low income, long term residents, would be a huge blow to social equity. Calls for improved pedestrian access at Spring street for students at Ann Street Elementary and residents at William Mead Homes have already gone ignored for many years.

As for comments specific to scope of draft EIR:

-Security-

- Security issues within the gondolas. Would they have metal detectors for weapons? An attendant in every car?
- Security issues outside the gondolas. How measures would be taken to prevent graffiti and vandalism? A metal plate fell from the Portland tram and hit a woman in the head. That system had only 2 cars to maintain. How many cars would be in this system and would they be housed and protected from vandalism, tampering, and graffiti when not in operation? Taggers here can climb anything, if you look at how they graffiti the overpasses of the 110 FWY.

-Privacy-

•. Privacy issues for residents along the route. Even if residents can improve privacy using window film, that is expensive to do correctly. Cheap window film makes windows opaque at night, which means that you can't see outside the windows at night, which is a security problem for residents.
•. Smart glass in each of the cars. Would this be used to automatically obscure views outside of the windows when approaching residences? How would this affect the experience of the gondola for riders? How would a smart-glass system like this be maintained and inspected? How reliable are systems like this?
•. If the gondola is 200 ft in the air, there is practically no type of landscaping that can provide effective screening and privacy. Will residents' speech and other activities on their private property be restricted or regulated because they are visible from a new public right of way? Would there be impact to residents' legal rights and freedoms?

-Visual Blight-

- How to mitigate graffiti and vandalism of the towers and cars? Where will the cars be stored at night? (Portland and Roosevelt Island trams only have 2 cars.)
- Station by El Pueblo is too futuristic, does not fit with historic character of the birth place of the city.
- Sight lines, visual blight in the neighborhood and in the park? The view of downtown from the park has become fairly iconic since the park opened. (See attached photo.) The gondola would be in the foreground of this sight line.
- Light pollution caused by security lights around towers and along route.

-Health & Safety-

What will be the wind speed limit before the system is shut down? How will this be monitored?
How to prevent cars from being used as bathrooms? That's what happens in elevators at Metro Stations.

-Feng Shui -

• This projects would traverse over a residential neighborhood that many people consider Chinatown. What is the Feng Shui impact of having this gondola in the neighborhood? How will that affect property values? Will this drive out Chinese residents from the area? Or cause psychological health problems?
• Consider the Feng shui of walking on sidewalks under the gondola, walking in the park under the gondola, or sitting in the park under a gondola. It is bad luck, just like walking under a ladder, but many tons worse. These areas would be more of less unusable and off-limits, if not physically, then psychologically. They would make most people uncomfortable or nervous to be there. What is the impact on useable space in the park?

-Noise Pollution-

• Noise from the gondolas. Will the cars have soundproofing? If people scream and shout late into the night, will residents be able to hear?
• Noise from the mechanical components of the gondola. Noise will rely heavily on maintenance. The amount of maintenance needed will depend on the usage. If this is truly used for public transit, there will be much more wear and tear, which could result in more noise. How will noise be monitored? What would be the process for residents to report noises issues and have them investigated and addressed by the private company?

-Fire Hazards-

• The hillsides around Dodger Stadium have many fires, often almost every week in the summer. Will the cars be sealed so that riders cannot throw flammables out of the cars, such as cigarettes?
• Would this interfere with helicopters that may need to make water drops during a brush fire on Radio Hill? During the fire season, fires on the hill happen almost weekly.

-Los Angeles State Historic Park Usage-

• How will this impact activities in the park such as kite flying. It is a popular activity. Would it be restricted, and what would be the boundary area? What would happen if a kite got loose and landed on a gondola cable?
• Social impact - Public park land, giving right of way to a private company. What does this mean as a precedent. That the public park is open season for private development? The public park is a public resource, and a high level of benefit to the community must be realized in order to trade or sell the space as a right of way. A huge amount of public outreach and input should be provided regionally, as this is not just a concern to people who live within 500 feet of the project.
• Concerts are staged in this exact area of the route of Spring Street alignment. Will concerts have to be moved, or canceled? Would the size of events need to be reduced? What would be the social impact of these changes? Impact to local businesses? Would the gondola need to stop operation during large events? What would be the hours of operation of the gondola? How will this affect the park's ability to raise funds that support public programs in the park. What would be the potential loss of revenue during construction of this project?
• Are additional access roads needed into the state park during construction or for routine maintenance? How would these access roads impact park activities and visual blight in the park?

-Wildlife-

• Would migratory birds be impacted by the gondola? Would they be confused or injured by the reflections from the gondola cars?

-Gentrification and Affordable Housing -

How would this conflict with the DTLA 2040 Community Plan, the main purpose for which is to promote density and development that will accommodate the new residents expected in the next 20 years? The DTLA 2040 plan provides incentives to build higher, incentives that are often needed so that projects that include affordable housing can pencil out. At the neighborhood at Bishops Rd and Broadway, would the intrusion and lack of privacy, both indoors and outdoors, depress values, especially for upper level residential units that would be needed to offset the cost of building affordable units? Does having this project in any neighborhood discourage development of both market rate and affordable housing units by making increased height incentives worthless? How many units of housing could potentially be lost?
Study impact on property values. What are the social equity impacts of a private company's project causing lowered property values in a low income neighborhood?

-Traffic-

Will the location of towers impact traffic patterns and traffic congestion?
Could traffic be mitigated using other, less intrusive and less expensive means, such as instituting a "pay as you leave" system for the Dodger Stadium parking lot? Would this alleviate some of the the back-ups into the neighborhood that happens 30 minutes prior to games?

-Geotechnical/Soils-

Soil conditions for towers, and impact on strength/stability of footings or foundations?
Soil erosion control during construction, especially if located on terrain around Radio Hill and Dodger Stadium.
Methane hazards mitigation during excavation/trenching in the methane zone? Mitigation for the stations?
Does any of the land where the towers are located have landslide risk? If so, how is that risk mitigated?
How will towers and stations perform in an earthquake? This is a liquefaction zone. What is that impact? Will the ropes/cables have enough give or elasticity during an earthquake to not snap and cause risk to life and property? Does this pose an elevated fire risk in the event of an earthquake?
Would the construction and mitigation measures for liquefaction zones (such as soil compaction) cause risk to life and property, including historic buildings that are over 100 years old? Would the noise and vibration of mitigation measures be highly disruptive to residents? Would it expose people or structures to unstable earth conditions or changes in geologic substructures?

-Archeological Resources-
• Impact on Zanja Madre and archeological resources?
• Will an archeologist be employed during all excavation work? How will work be monitored? Would mitigation measures that leave archeological artifacts in place be considered or required?

-Power Outages-
• What happens in a power outage? Where would backup generators be located? If they are used for more than just emergency evacuation, and instead, used to continue with operations during power outages, the noise and pollution from the backup systems should also be studied and mitigated.
• How would passengers be rescued from gondolas? How long would it take to evacuate all of the cars? After the Roosevelt island tram in New York lost power and trapped passengers for up to 7 hours, they were ordered to have emergency supplies including a portable toilet, blankets, and water in each of their 2 cars. Will each of the X number of cars in this project have those supplies? How often will they be inspected to make sure the supplies aren't stolen or tampered with? How would passengers gain access to those supplies in an emergency?

In addition to the "no build" alternative, please also study the following alternatives:

1. Pay as you leave parking for Dodger Stadium, so that traffic does not back up into the neighborhoods from cars entering the stadium. This type of system is used by most shopping malls.
2. A giant ferris wheel in the parking lot (like the London Eye), for sightseeing views. Passengers then would also not see the homeless camps on Radio Hill, and into residents' windows and backyards. Then also, the State Park could remain an unencumbered open space.

Sincerely,

Phyllis Ling
449 Savoy St., 90012

ref:_00Df42UDS._5005GZuXdF:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:04 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW LA ART Project Support Letter [ref:_00Df42UDS._5005GZuX4n:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: David Louie [david.louie@cbrela.com]
Sent: 11/16/2020, 3:57 PM
To: laart@metro.net; hello@laart.la
Subject: LA ART Project Support Letter

ref:_00Df42UDS._5005GZuX4n:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:13 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Support Letter for LA ART [ref:_00Df42UDS._5005GZuX8V:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: David Louie [david.louie@cbrela.com]
Sent: 11/16/2020, 4:06 PM
To: laart@metro.net; hello@laart.la
Subject: Support Letter for LA ART

ref:_00Df42UDS._5005GZuX8V:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 1:44 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Union Station To Dodger Stadium Gondola Projec [ref:_00Df42UDS._5005GZuXqw:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: dan monick [danmonick@gmail.com]
Sent: 11/16/2020, 9:45 PM
To: laart@metro.net
Subject: Union Station To Dodger Stadium Gondola Project

To whom it may concern,

Upon undertaking the Environmental Impact Study regarding the Gondola project from Union Station to Dodger Stadium, as a member of the community (i live within walking distance of Dodger Stadium, and frequent Chinatown) I implore that Metro please pick a community of private interest. The construction of this project will be very harmful to an already struggling community. Chinatown has been deeply impacted by over development, greedy landlords, and a community struggling to maintain what makes it such an important and vital part of Los Angeles. The residents' privacy, the noise, the disruption of accessibility & comfort of public space should all be taken deeply into consideration. This project will literally create a private venture that will fly over a community instead of support it. The project will spend money and use resources to walk right over the top of a vital and struggling community.

Support communities not profit. Support Chinatown. This gondola project will only harm it.

Sincerely
Dan Monick

--
DAN MONICK

213.400.2069
- ---------- -

http://www.dmonick.com/

The contents of this e-mail message and any attachments are confidential and are intended solely for addressee. The information may also be legally privileged. This transmission is sent in trust, for the sole purpose of delivery to the intended recipient and the information within may only be used by the intended recipient. If you have received this transmission in error, any use, reproduction or dissemination of this transmission is strictly prohibited. If you are not the intended recipient, please immediately notify the sender by reply e-mail or phone and delete this message and its attachments, if any.

ref:_00Df42UDS._5005GZuXqw:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:01 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Gondola [ref:_00Df42UDS._5005GZuVNC:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Maynard Monrow [beauregardeone@gmail.com]
Sent: 11/16/2020, 1:44 PM
To: laart@metro.net
Subject: Gondola

Please by all means redirect the Gondola in another direction to Dodger Stadium.

Thank You
Maynard Monrow

Sent from my iPhone

ref:_00Df42UDS._5005GZuVNC:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Please provide more information, especially on the footprint.

Full Name

Hillary Mushkin

Organization/Affiliation

Please provide your email if you would like to be notified when the Draft EIR is available.

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

We love the park the way it is

Full Name

Kim ngai

Organization/Affiliation

NA

Please provide your email if you would like to be notified when the Draft EIR is available.

This content is neither created nor endorsed by Google.

Google Forms

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Personally, I oppose this gondola system being constructed over the Los Angeles State Historic Park. If Frank McCourt couldn't deliver a World Series to LA, why would we deliver him a tram over a beloved and beautiful park? This EIR needs to address the exact route the proposed gondola would take over the park and how it would affect the park as a whole both during and after construction. There are simply other efficient modes of transportation that can be utilized to transport people to and from Dodger Stadium that do not involve a gondola.

Full Name

Jeff Pawling

Organization/Affiliation

Please provide your email if you would like to be notified when the Draft EIR is available.

jpawling27@gmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Thursday, November 12, 2020 1:13 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: LA Aerial Rapid Transit [ref:_00Df42UDS._5005GZu7pu:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: joel [whereisjoelnow@hotmail.com]
Sent: 11/12/2020, 5:41 AM
To: laart@metro.net
Cc: hello@laart.la
Subject: LA Aerial Rapid Transit

Dear Mr. Corey Zelmer,

I have been going to Dodger games for 30 years and have seen many attempts to improve getting fans into and out of the stadium. I currently use the shuttle system out of Union Station. While it helps eliminates vehicle trips, there are still improvements that can be made to further eliminate even more vehicle trips.

I am a very strong supporter of the Los Angeles Aerial Rapid Transit Project because it will:

- Create the first permanent transit connection to Dodger Stadium.
- Eliminate 3,000 cars from the road before and after each Dodger game.
- Improve our air quality and the health of our planet with this zero-emission transportation technology

I strongly urge Metro to move forward with this project.

Sincerely,

Joel Rojas
11921 Paseo Bonita
Los Alamitos, CA 90720

ref:_00Df42UDS._5005GZu7pu:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

Please reconsider not going through with this project. This would be a gross misappropriation of funds when there are much improvements to be made with the current public transportation system. Use the money to uplift the small businesses in Chinatown and provide better bus/rail options for the people of Los Angeles.

Full Name

Geno Sanchez

Organization/Affiliation

University of California, Los Angeles

Please provide your email if you would like to be notified when the Draft EIR is available.

genoes@protonmail.com

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, October 5, 2020 11:07 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Metro aerial [ref:_00Df42UDS._500f4XcqeW:ref]

---------- Original Message ----------
From: Michael Stratigakis [mstrat@icloud.com]
Sent: 10/3/2020, 1:16 PM
To: laart@metro.net
Subject: Metro aerial

This has to be one of the worst ideas put forth. The finances and energy in Metro should be on expanding and improving our bus and HRT transit options. This will be a colossal failure and be remembered as a rail to nowhere just like the failed high speed rail from SF to LA.

Waste of time, waste of resources. Move on now to something else.

-
Michael

Sent from my iPhone

ref:_00Df42UDS._500f4XcqeW:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, October 5, 2020 11:12 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Dodgers Aerial Gondola Public Comment [ref:_00Df42UDS._500f4XcbdX:ref]

---------- Original Message ----------
From: Nicholas T. Sundback [nts02010@mymail.pomona.edu]
Sent: 10/2/2020, 11:54 AM
To: laart@metro.net
Subject: Dodgers Aerial Gondola Public Comment

Good morning Metro,

I'm writing to support your collaboration with LA ART designing a gondola from Union Station to Dodger Stadium. Traffic during Dodger Games comes to a standstill in the project area, which impacts local residents' access to businesses as well as air quality.

I hope the project will incentivize Dodgers fans to take the express bus route up the 110 HOT lanes and lead to additional routes in the future. I also hope the gondola will improve access of local communities to Elysian Park. This project should also install and make permanent bus lanes along portions of Sunset Blvd and Hill St within the project area to smooth connections from bus lines to the proposed aerial tramway.

Metro should prioritize supporting legacy small businesses and renters in Chinatown. Chinatown recently lost its last full-service grocery store because the landlord hiked the lease. As Chinatown becomes more desirable due to the new state park that opened just north of the Gold Line station, and from future investments such as the LA River bike path, Metro should leverage its expertise and funds to protect and promote opportunities for small businesses and longtime renters--especially elderly renters with limited Enlgish proficiency, who are vulnerable to displacement and manipulation. They are also some of Metro's most loyal riders and the aerial tramway project should be designed and operated to accommodate their daily needs.

It is not appropriate to encourage the tourism industry in Chinatown through this type of transit project without protecting Metro riders who are at risk of displacement because of it. Chinatown should not follow LA Live--sterile, over-commercialized, swarming with robocops, empty on nights without games, with minimal locally owned small businesses unless you count Riordan's Tavern.

Sincerely,
Nick

ref:_00Df42UDS._500f4XcbdX:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 1:49 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._5005GZuXuP:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: J T [portlandtramjan@gmail.com]
Sent: 11/16/2020, 10:30 PM
To: laart@metro.net; hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro,

I have work for many years for the Portland Aerial Tram in Portland, OR, the Oakland Airport Connector (cable car) in Oakland, CA and the Salesforce Tower Tramway in San Francisco, CA. I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

I urge the Metro Board of Directors to approve this important project.

Jan Tichy

Sent from my iPad

ref:_00Df42UDS._5005GZuXuP:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, October 12, 2020 10:22 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Frank McCourt [ref:_00Df42UDS._500f4XdcD2:ref]

---------- Original Message ----------
From: Tom Tripodes [thomas.tripodes@gmail.com]
Sent: 10/6/2020, 2:26 PM
To: laart@metro.net
Subject: Frank McCourt

Under no circumstance should Frank McCourt or anyone from the McCourt family be allowed to profit off public funds in the city of Los Angeles. The plan for a gondola ride to Dodger Stadium should be scrapped as long as a McCourt is involved. No gondola now or ever.

Thomas Tripodes

Sent from my iPhone

ref:_00Df42UDS._500f4XdcD2:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:23 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Aerial Transit Public Comment [ref:_00Df42UDS._5005GZuXpP:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Lucy [truonglucy@gmail.com]
Sent: 11/16/2020, 9:18 PM
To: laart@metro.net
Subject: Aerial Transit Public Comment

Hello,

Prior to the pandemic, I visited Chinatown about once a month as I have friends who live there. I was confused to find that the City is pushing the aerial rapid transit project forward despite the hardships that the Chinatown community has been facing.

I believe the City should use its resources to make current services safer, especially buses. The gondola seems extremely out of place especially during a pandemic when so many have lost their jobs. In fact, Chinatown lost its last full-service grocery store less than a year ago, and now, residents need to go outside of Chinatown as affordable resources in their community get scarcer. Even my friends from Chinatown don't drive or share a car with their family members. A gondola will not serve them when they need to buy groceries.

I understand that the gondola will help reduce traffic, in a way. Traffic in Chinatown during Dodgers game days is dangerous and disruptive to locals. I am concerned that the construction of the gondola will take away space from Chinatown and cause additional noise and pollution. It seems that the benefits will not outweigh the costs.

I urge you to do a deeper assessment of the impact of a gondola on Chinatown, because I don't think anyone I know who lives in Chinatown will be utilizing it.

Thank you.

ref:_00Df42UDS._5005GZuXpP:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, October 12, 2020 10:14 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Metro Aerial Rapid Transit project to Dodgers Stadium public comment [ref:_00Df42UDS._500f4XdMTX:ref]

---------- Original Message ----------
From: Walker , Daniel [daniel.walker2@boeing.com]
Sent: 10/5/2020, 2:53 PM
To: laart@metro.net
Subject: Metro Aerial Rapid Transit project to Dodgers Stadium public comment

We support the Aerial Rapid Transit project to Dodgers Stadium.
This is a reliable mode for mostly shorterr distance transportation in dozens of cities around this world.
We are Dodger fans and hope our family can “soon” use the Aerial Tram often between downtown and Dodger stadium to avoid traffic congestion, enjoy the great views, reduce pollution, and save parking fees.
Would the tram run only during game days or be available (perhaps less frequently) for tourists, bike riders, etc. to access Dodger Stadium / Elysian park? We think there may be decent rider demand to ride the tram on non-game days (for the views, shopping at/near Dodger Stadium, Elysian park access, LA Police Academy, etc.
Would there be just two stops or more intermediate stops for the aerial tram between downtown and the stadium?

Thanks,
Daniel Walker
7416 West 82nd Street
Los Angeles, CA 90045

ref:_00Df42UDS._500f4XdMTX:ref

Los Angeles Aerial Rapid Transit Project EIR Scoping Comment Form

Thank you for visiting the virtual open house for the California Environmental Quality Act (CEQA) scoping period for the Los Angeles Aerial Rapid Transit Project. Please provide your scoping comments below. You can also provide your email to be added to our email list.

What should be addressed in the EIR? (Please note there is no character limit so please provide all your comments here)

This will cross over Chinatown and residents need frequent reliable transit to services such as grocery markets (nearest ethnic-appropriate is in Alhambra -- a 1-2 hour bus ride away). This will affect residents' privacy, noise, accessibility, and exert hazardous greenhouse gas emissions.

Full Name

Maya Wong

Organization/Affiliation

n/a

Please provide your email if you would like to be notified when the Draft EIR is available.

mwong92@ucmerced.edu

This content is neither created nor endorsed by Google.

Google Forms

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, October 12, 2020 10:18 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Comment on Aerial Tramway project [ref:_00Df42UDS._500f4XdoNK:ref]

---------- Original Message ----------
From: Bryan Zuraw [bzuraw@hotmail.com]
Sent: 10/7/2020, 8:04 AM
To: laart@metro.net
Subject: Comment on Aerial Tramway project

To whom it may concern:

This is a cute gimmick. It will generate lots of social media attention and Instagram posts. It will do nothing to address any real problems with transportation in the city of Los Angeles. Make dedicated bus lines. Increase bus frequency. Those will improve the lives of people who need to get around town.

This board - which does not use transit to say nothing of RELYING on transit - is too much enamored of one-off solutions and demonstration projects and does too little to create real change on the ground.

Bryan Zuraw
1909 Pelham Avenue #305
LA, CA 90025
213-926-3073

ref:_00Df42UDS._500f4XdoNK:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 4:38 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] LA Aerial Rapid Transit - Union Stations to Dodger Stadium [ref:_00Df42UDS._5005GZufpN:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: arthur ackerman [arthurcii@yahoo.com]
Sent: 11/17/2020, 4:18 PM
To: laart@metro.net
Subject: LA Aerial Rapid Transit - Union Stations to Dodger Stadium

Dear Mr. Zelmer, Deputy
Executive Officer, Metro

I am
writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire
need of this innovative transportation infrastructure. My grandmother was a die hard Dodger fan and loved Dodger stadium. She always said that it meant so much to her and hoped in the future it wouldn't be forgotten as the city of Los Angeles continued to develop and grow. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission
project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project. Public
transportation to the major places of interest should continue to be a priority and a unique solution would suit this unique location.

Hope this can be
accepted as public input although a day late....

Sincerely,

Art Ackerman

Arthur C. Ackerman II

cell: 626-375-8784

ref:_00Df42UDS._5005GZufpN:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:16 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW Re: LA ART and LASHP [ref:_00Df42UDS._5005GZuX9i:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: angel aguilar [angel.aguilar.331@my.csun.edu]
Sent: 11/16/2020, 3:50 PM
To: laart@metro.net
Subject: Re: LA ART and LASHP

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Angel Aguilar

3419 W.112th St.
Inglewood, CA 90303

ref:_00Df42UDS._5005GZuX9i:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 1:39 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Support for Los Angeles Aerial Rapid Transit [ref:_00Df42UDS._500f4YvGKm:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Michael Albrecht [malbrecht24@gmail.com]
Sent: 10/30/2020, 1:48 PM
To: laart@metro.net
Cc: hello@laart.la
Subject: Support for Los Angeles Aerial Rapid Transit

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sincerely,

Michael R. Albrecht

150 Los Altos Drive
Pasadena, CA 91105
818.919.9557 (Mobile)
malbrecht24@gmail.com

ref:_00Df42UDS._500f4YvGKm:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:06 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] I urge you to approve the Los Angeles Aerial Rapid Transit Proposed Project. [ref:_00Df42UDS._5005GZuXZv:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Yahoo [oscar.alcaraz@yahoo.com]
Sent: 11/16/2020, 6:34 PM
To: laart@metro.net
Cc: hello@laart.la
Subject: I urge you to approve the Los Angeles Aerial Rapid Transit Proposed Project.

Dear Mr. Zelmer,

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodgers Stadium. As you know, it would create the first permanent transit connection to Dodgers Stadium.

This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodgers games will benefit the community greatly with improved traffic and better air quality.

I urge the Metro Board of Directors to approve this important project and look forward to being a part of the process. Thank you.

Sincerely,

Oscar Alcaraz

ref:_00Df42UDS._5005GZuXZv:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:44 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW Re: LA ART and LASHP [ref:_00Df42UDS._5005GZuX0q:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Jacki Apple [jaworks1211@gmail.com]
Sent: 11/16/2020, 3:42 PM
To: laart@metro.net
Subject: Re: LA ART and LASHP

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Jacki Apple
3532 Jasmine Ave. LA, CA. 90034

Jacki Apple
jaworks1211@gmail.com
https://www.jackiapple.com/index.html
310-836-2771 h 310-621-2771 m
https://fabrikmagazine.com/peripheral-visions/

ref:_00Df42UDS._5005GZuX0q:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:55 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] PRESERVE LAHSP [ref:_00Df42UDS._5005GZuX2c:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Bari Applebaum [bariapplebaum@gmail.com]
Sent: 11/16/2020, 3:51 PM
To: laart@metro.net
Subject: PRESERVE LAHSP

November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Bari Applebaum
4131 S. Vermont Ave Los Angeles CA 90043

ref:_00Df42UDS._5005GZuX2c:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:50 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW LA ART and LASHP [ref:_00Df42UDS._5005GZuWbq:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Angela Arnold [angelalarnold@gmail.com]
Sent: 11/16/2020, 2:47 PM
To: laart@metro.net
Subject: LA ART and LASHP

November 16, 2020
Re: LA ART and LASHP

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

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,
Angela Arnold

ref:_00Df42UDS._5005GZuWbq:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 10, 2020 9:48 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._5005GYx04A:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: xero102 [xero102@yahoo.com]
Sent: 11/9/2020, 12:37 PM
To: laart@metro.net; hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing this email to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

As a lifelong angeleno we are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality. As well provide a unique experience.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sincerely,
Hugo J Ballesteros

Sent via the Samsung Galaxy Note10+, an AT&T 5G Evolution capable smartphone

ref:_00Df42UDS._5005GYx04A:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:17 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW LA STATE HISTORIC PARK and Fallen Fruit Artwork [ref:_00Df42UDS._5005GZuW8F:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Judie Bamber [jbamber@otis.edu]
Sent: 11/16/2020, 2:06 PM
To: laart@metro.net
Subject: LA STATE HISTORIC PARK and Fallen Fruit Artwork

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Judie Bamber
Associate Professor
Otis College of Art and Design

ref:_00Df42UDS._5005GZuW8F:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 1:52 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Save the Park! [ref:_00Df42UDS._5005GZuaH8:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Eden Batki [eden@edenbatki.com]
Sent: 11/17/2020, 7:12 AM
To: laart@metro.net
Subject: Save the Park!

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Eden Batki

edenbatki.com
@edenbatki
+01 213 631 0148

ref:_00Df42UDS._5005GZuaH8:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:01 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Re: LA ART and LASHP [ref:_00Df42UDS._5005GZuWim:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Julia O. Bianco [juliaobianco@gmail.com]
Sent: 11/16/2020, 2:59 PM
To: laart@metro.net
Subject: Re: LA ART and LASHP

November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

--
Julia Orquera Bianco
Visual Artist
USC Roski MFA 2018
The Armory Center for the Arts - Teaching Artist Fellow 2018-2019

1912 Cimarron Street
Los Angeles, CA 90018
(213) 984 0013
www.juliaobianco.com

ref:_00Df42UDS._5005GZuWim:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:35 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW Oppose spring st station proposal [ref:_00Df42UDS._5005GZuWSe:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Legier Biederman [legierbiederman@gmail.com]
Sent: 11/16/2020, 2:33 PM
To: laart@metro.net
Cc: david.allen.burns@gmail.com
Subject: Oppose spring st station proposal

LAART@metro.net
November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Legier Biederman
2712 Johnston st
Los Angeles, ca 90031

Envoyé de mon iPhone

ref:_00Df42UDS._5005GZuWSe:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:15 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._5005GZuXj2:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Aleena Biera [aleenabiera95@gmail.com]
Sent: 11/16/2020, 7:58 PM
To: +hello@laart.la; laart@metro.net
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium. Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality. This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.



ref:_00Df42UDS._5005GZuXj2:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Friday, November 6, 2020 9:35 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YwVYV:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Blume, Robert [robert.blume@kimley-horn.com]
Sent: 11/5/2020, 5:57 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._500f4YwVYV:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:04 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: redirect the gondola station site [ref:_00Df42UDS._5005GZuVvB:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Anne Bray [anne@freewaves.org]
Sent: 11/16/2020, 1:50 PM
To: laart@metro.net
Subject: redirect the gondola station site

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space. The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called "Monument to Sharing." We don't have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Anne Bray
freewaves.org
840 Laveta Terrace

LA CA 90026

ref:_00Df42UDS._5005GZuVvB:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:13 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Letter regarding LA ART and LASHP [ref:_00Df42UDS._5005GZuVue:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: jane.brucker@yahoo.com [jane.brucker@yahoo.com]
Sent: 11/16/2020, 2:01 PM
To: laart@metro.net
Subject: Letter regarding LA ART and LASHP

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

Dear Mr. Zelmer,

As a public artist, I am writing to express my concern about the gondola system proposed for access to Dodgers' Stadium and the especially for its impact on the public artwork "Monuments to Sharing" and the impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Broadway street is a perfect site that will connect communities – not destroy public park space and encroach on the state park.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day. We should have it remain to do so, which means keeping the park and public artwork intact.

Sincerely,

Prof. Jane Brucker
363 Cucamonga Ave
Claremont, Ca 91711



Fallen Fruit, "Monument to Sharing" 2015, Los Angeles Historic State Park

From 2013-present we began working on a project called the “Monument to Sharing” as a

permanent work of art sited at the entrance of The Los Angeles State Historic Park

(LASHP). The artwork, It is an installation of 32 mature orange trees that are installed into reclaimed storm culverts that are wrapped with a 32 line poem. It was created by engaging the historic and diverse communities around LASHP. The participants include neighbors, Homeboy Industries, The Brewery, William Mead Housing, Solano Canyon School and adjoining Community Garden, Chung King Road Business Association, Las Promotoras, and more. The main artwork is located at LASHP. The words for the poem comes from the community in three languages (English, Spanish, and Mandarin Chinese) that describe why this part of Los Angeles is important to them. The poem is translated in English (see below) to illustrate how vital and important this area is to the community. A way to paraphrase the poetic verse is to understand that this part of Los Angeles is special because everyone has a place here

MONUMENT TO SHARING (version in English)

Yes, I have a story. It’s a beautiful story and a… Well to us it’s “bonita.”

My childhood stands out when I think about the neighborhood.

We came to this country out of necessity for a better life.

Like all immigrants we arrived with nothing.

People helped us with food.

Now that we’ve been here for so long, we share with people in need.

Everyone here is different in their own way.

My family is from Mexico.

My Kids lived their lives here and always shared with our community.

Sharing is really just time, spending time or taking time to do something with others.

If you give someone an orange, you are sharing with them.

Sharing means you are making someone happy.

There is a woman always by the parking lot.

Sometimes I say hi and give her something. I know she has it kinda rough.

Sharing… is an expression of love, showing how much you want to connect.

I share my life with my kids, everything I learn, everything I do.

We have a big harvest in our culture.

We worship anything that comes from the ground.

My family is from Vietnam and they came here during the war.

I like that it's quiet and beautiful here, everyone is nice and friendly.

My family does this thing where we get a bunch of fruit and we put it into a shrine.

It's always safe here.

Everyone knows each other.

We used to get oranges we would find floating down the river.

I ate an orange with my friend and we split it, cut it in half.

I grew up in El Salvador. I was born in Belize. I'm from Korea.

It is important to be around different types of people.

It is important to experience nature and have room to breathe.

My whole life I needed to be in a melting pot area that was open to different cultures like this.

I moved here from the Northwest.

The more people I meet, the more I feel connected.

I make a really good apple pie. you and I? Share a pie together.

I'm Guatemalan.

My family makes caramelized figs.

Put them in the oven and they come out sweet and crunchy.

I've been here 28 years, from Canton.

My wife and I gathered Jujubees yesterday.

In Chinese culture, they are good for flavoring because they're sweet.

Sharing is survival for everybody.

Sharing is essential to life –it's how you meet new friends.

I was born in Michoacán.

I've been here for 56 years.

I share my lemon tree.

Whoever wants one, go for it. It's for everyone, not just for me.

When I leave here, it will stay.

Sharing is like love.

My greatest happiness is making sure someone else is taken care of.

When I'm eating something the only thing that makes it taste the epitome of awesome, is to say to the person next to me… "here."



ref:_00Df42UDS._5005GZuVue:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:19 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] LA ART and LASHP [ref:_00Df42UDS._5005GZuWFu:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: kn0ww0nder [know.wonder@gmail.com]
Sent: 11/16/2020, 2:15 PM
To: laart@metro.net
Subject: LA ART and LASHP

?November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Lara Thurber Buchbinder
3400 Ben Lomond Pl Apt 219
Los Angeles CA 90027

———————
Lara Thurber Buchbinder
lara.buchbinder@gmail.com

ref:_00Df42UDS._5005GZuWFu:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 1:11 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YuxLy:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: David Calkins [dcalkins92@gmail.com]
Sent: 10/28/2020, 7:33 PM
To: +hello@laart.la; laart@metro.net
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium. Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality. This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._500f4YuxLy:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 1:28 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4Yuy53:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Jacob Camargo [j.camargo2017@gmail.com]
Sent: 10/28/2020, 10:53 PM
To: laart@metro.net; hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sincerely,
Jacob Camargo

ref:_00Df42UDS._500f4Yuy53:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:09 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: LA ART and LASHP [ref:_00Df42UDS._5005GZuW1i:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Kristen Kolada Caplan [kkolada@gmail.com]
Sent: 11/16/2020, 1:58 PM
To: laart@metro.net
Subject: LA ART and LASHP

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Kristen Caplan
1439 Val Verde Pl
Glendale CA 91208

ref:_00Df42UDS._5005GZuW1i:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Friday, November 6, 2020 9:59 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YwcsB:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: kenny chan [kennychan@gmail.com]
Sent: 11/6/2020, 9:01 AM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._500f4YwcsB:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 10:52 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Support for LA ART Project [ref:_00Df42UDS._5005GZuXRN:ref]
Attachments: Letter of Support for LA ART Project - Yusa Chang_pdf.html

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Yusa Chang [yusachang@gmail.com]
Sent: 11/16/2020, 5:32 PM
To: laart@metro.net
Cc: hello@laart.la; david/louie@cbrela.com
Subject: Support for LA ART Project

Please see attached letter of support.

ref:_00Df42UDS._5005GZuXRN:ref

November 16, 2020

Mr. Cory Zelmer
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (Metro)

Subject: Support for LA ART Project

Mr. Zelmer,

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit project designed to connect riders from Los Angeles Union Station to Dodger Stadium.

Angelinos as well as visitors from other regions would be greatly benefited by this innovative transportation infrastructure. It will place Los Angles on the international map as a forward thinking city and a destination place for international visitors. This aerial gondola shall eliminate thousands of cars off the roads and residential neighborhoods surrounding Dodger Stadium both before and after Dodger games. It will greatly benefit the Stadium's adjacent communities with reduced traffic and improved air quality.

I understand that this is a zero-emission project that would provide a much-needed and convenient alternative to driving to connect communities, parks and the L.A. River. I am lending my support and urging the Metro Board of Directors to approve this important and exciting project.

Sincerely,

Yusa Chang

Yusa Chang
419 Cottage Home Street, #1
Los Angeles, CA 90012

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 12:57 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YuxgT:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: calvin chin [busuzima2020@yahoo.com]
Sent: 10/28/2020, 9:06 PM
To: laart@metro.net
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola%2??s ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sent from Yahoo Mail on Android

ref:_00Df42UDS._500f4YuxgT:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 1:54 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Fwd: Los angeles Aerial Rapid Transit Support Letter [ref:_00Df42UDS._5005GZuaWJ:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: John Cisneros [johnmcisneros@gmail.com]
Sent: 11/17/2020, 7:48 AM
To: laart@metro.net
Subject: Fwd: Los angeles Aerial Rapid Transit Support Letter

---------- Forwarded message ---------
From: LA ART Outreach Team <hello@laart.la>
Date: Mon, Nov 16, 2020 at 9:06 PM
Subject: Re: Los angeles Aerial Rapid Transit Support Letter
To: John Cisneros <johnmcisneros@gmail.com>

John,

No problem! Did you email it to the email address below as well?

- Mr. Cory Zelmer, Deputy Executive Officer, Metro: LAArt@metro.net

On Mon, Nov 16, 2020 at 8:28 PM John Cisneros <johnmcisneros@gmail.com> wrote:

> Sorry for the delay in getting this done.
>
> All the best,
> John Cisneros
>
> On Mon, Nov 16, 2020 at 7:45 PM John Cisneros <johnmcisneros@gmail.com> wrote:
>
>> Will do, thanks!
>>
>> On Mon, Nov 16, 2020 at 7:03 PM LA ART Outreach Team <hello@laart.la> wrote:
>>
>>> Hello John,
>>>
>>> This is a friendly reminder that the deadline to send an email of support to Metro for LA ART is **tonight before 11:59 p.m**.
>>>
>>> The LA ART team sincerely appreciates your support as we work to reduce traffic and congestion around Dodger stadium. Please see instructions below in my prior email on how to send an email in (it only takes 2-3 minutes of your time).
>>>
>>> Let me know if you have any questions or need additional information, thank you once again for supporting!
>>>
>>> Best,
>>> David M.
>>> *LA ART Outreach Team*
>>>
>>> On Wed, Nov 11, 2020 at 11:47 AM LA ART Outreach Team <hello@laart.la> wrote:

John,

I hope this email finds you well. I am following up with you as a reminder that letters of support for the Los Angeles Aerial Rapid Transit (LA ART) project are due to Metro by next Monday, November 16, 2020. Please let me know if you have any questions or if there is any assistance I can provide you.

Instructions for emailing your letter of support are in my prior email below. Thank you again for your willingness to express support for the LA ART project. Enjoy the rest of your day!

Best,
David M.
LA ART Outreach Team

On Thu, Oct 29, 2020 at 4:23 PM LA ART Outreach Team <hello@laart.la> wrote:

> John,
>
> Thank you for speaking with me just now. As I mentioned over the phone, there is still time to send a strong message to Metro in support of Los Angeles Aerial Rapid Transit by sending a quick email of support.
>
> Some key information points about the proposed project are that it will:
>
> - Create the first permanent transit connection to Dodger Stadium.
> - Eliminate 3,000 cars from the road before and after each Dodger game.
> - Improve our air quality and the health of our planet with this zero-emission transportation technology.
>
> Please find below a sample letter for your reference, but I encourage you to customize it to reflect your personal reasons for support. You can also view our website and Frequently Asked Questions for inspiration.
>
> Please send your email of support to the email addresses below and be sure to include your name and address for verification purposes.
>
> - Mr. Cory Zelmer, Deputy Executive Officer, Metro: LAArt@metro.net
> - LA ART Outreach Team: hello@LAArt.la (as a "cc:" or forward)
>
> Emails are due to Metro by the end of the public comment period on November 16, 2020.
>
> Let me know if you have any questions. Thank you again!
>
> Best,
> David M.
> *LA ART Outreach Team*
>
> **SAMPLE**
> **LETTER - CUSTOMIZE AND SIGN**
>
> To: Mr. Cory Zelmer, Deputy Executive Officer, Metro
>
> I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.
>
> Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a
much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sincerely,
[Name]
[Address - For verification purposes only]

ref:_00Df42UDS._5005GZuaWJ:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 1:29 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: LA ART and LASHP [ref:_00Df42UDS._5005GZuVbp:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Susanne Cockrell [scockrell@cca.edu]
Sent: 11/16/2020, 1:23 PM
To: laart@metro.net
Subject: LA ART and LASHP

November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Susanne Cockrell
605 Albemarle Street
El Cerrito, CA 94530

--

susanne cockrell
associate professor
community arts
graduate program in fine arts
california college of the arts
5212 Broadway | Oakland | CA | 94618
scockrell@cca.edu

she | her | hers

SPACEminor
CCA Decolonial School

California College of the Arts

1111 Eighth St. | San Francisco, CA | 94107

CCA campuses are located in Huichin and Yelamu, also known as Oakland and San Francisco, on the unceded territories of Chochenyo and Ramaytush Ohlone peoples.

ref:_00Df42UDS._5005GZuVbp:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:29 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW no to the proposed gondola's destruction of our park [ref:_00Df42UDS._5005GZuWP1:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Shana Nys Dambrot [shananys@gmail.com]
Sent: 11/16/2020, 2:27 PM
To: laart@metro.net
Subject: no to the proposed gondola's destruction of our park!

November 16, 2020
Re: LA ART and LASHP
Mr. Cory Zelmer
Deputy Executive Officer, Metro
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA 90012

Dear Mr. Zelmer,
I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.
Sincerely,

Shana Nys Dambrot
451 S. Main St. #1209
LA, CA 90013

--

SHANA NYS DAMBROT

Arts Editor, LA Weekly
Flaunt | Art & Cake | Artillery
sndx | **fb** | **twitter** | **insta** | **email list**

ref:_00Df42UDS._5005GZuWP1:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:08 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Re: LA ART and LASHP [ref:_00Df42UDS._5005GZuW0a:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Jim Davis [whosjim@yahoo.com]
Sent: 11/16/2020, 1:57 PM
To: laart@metro.net
Subject: Re: LA ART and LASHP

LAART@metro.net

November 15, 2020

Re: LA ART and LASHP

Mr. Cory Zelmer

Deputy Executive Officer, Metro

One Gateway Plaza, Mail Stop 99-22-6

Los Angeles CA 90012

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Jim Davis
1585 Kenilworth Ave
Pasadena, CA 91103

ref:_00Df42UDS._5005GZuW0a:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:18 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW Green Space, connecting communities, proposal for a station in Los Angeles Historic State park [ref:_00Df42UDS._5005GZuWCv:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Maria Dawn [mariamaddawn@gmail.com]
Sent: 11/16/2020, 2:12 PM
To: laart@metro.net
Subject: Green Space, connecting communities, proposal for a station in Los Angeles Historic State park

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Maria Lewis
220 Belmont Ave
Long Beach, CA 90803

ref:_00Df42UDS._5005GZuWCv:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 12:54 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4Yuy5c:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Hector Diaz [diazh1327@gmail.com]
Sent: 10/28/2020, 10:22 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._500f4Yuy5c:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:41 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FWI urge you to approve the Los Angeles Aerial Rapid Transit Proposed Project. [ref:_00Df42UDS._5005GZuWWR:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: James Diaz [jamesdiaz@gmail.com]
Sent: 11/16/2020, 2:41 PM
To: laart@metro.net
Cc: hello@laart.la
Subject: I urge you to approve the Los Angeles Aerial Rapid Transit Proposed Project.

Dear Mr. Cory Zelmer,

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodgers Stadium. As you know, it would create the first permanent transit connection to Dodgers Stadium, a project that is long overdue.

The aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodgers games will benefit the community greatly with improved traffic and better air quality. The community has suffered for years on end with empty promises to decrease congestion, this is only a project that will guarantee that.

I urge the Metro Board of Directors to approve this important project (expeditiously) and look forward to being a part of the process. Thank you.

Fellow resident and community member,

James Diaz

ref:_00Df42UDS._5005GZuWWR:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:20 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW LA ART and LASHP [ref:_00Df42UDS._5005GZuWmp:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Chris Dibble [chris@christopherdibble.com]
Sent: 11/16/2020, 3:15 PM
To: laart@metro.net
Subject: LA ART and LASHP

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support a Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Christopher Dibble
Los Angeles

ref:_00Df42UDS._5005GZuWmp:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:17 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._5005GZuXky:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Giancarlo DiMassa [gdimassa@gmail.com]
Sent: 11/16/2020, 8:25 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

This would be such an incredible opportunity for our family. I know we would use it at least 20 times a year, freeing up the freeways and decreasing emissions.

Obviously, Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Thank you so much,

Giancarlo DiMassa MD

ref:_00Df42UDS._5005GZuXky:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 12:51 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4Yux31:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Steven Dunbar [stevendunbar@gmail.com]
Sent: 10/28/2020, 6:27 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to 2020 World Champion's Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Thank you,

Steven Dunbar

ref:_00Df42UDS._500f4Yux31:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 10:55 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._5005GZuXYi:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Ciro Estrada [estradaciro@yahoo.com]
Sent: 11/16/2020, 6:27 PM
To: laart@metro.net
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium. Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality. This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

As an avid Dodger fan, driving to the stadium is time consuming and can be cumbersome. Majority to the streets around the stadium are small and are heavily consumed with parked cars and traffic. Please consider the Ariel gondola as an alternative.

Thank you ,

Ciro Estrada

ref:_00Df42UDS._5005GZuXYi:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:43 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW Save Public Space [ref:_00Df42UDS._5005GZuWXj:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Heather Evergreen [heather.evergreenwoods@gmail.com]
Sent: 11/16/2020, 2:39 PM
To: laart@metro.net
Subject: Save Public Space

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Heather S.
Burbank, CA

ref:_00Df42UDS._5005GZuWXj:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 1:45 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._5005GZuXr1:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: fewellmk [fewellmk@gmail.com]
Sent: 11/16/2020, 9:45 PM
To: laart@metro.net; hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Hello Mr Zelmer.

My name is Michael Fewell and I'm sending you an email to inform you of my personal 1000+% support for the Los Angeles Aerial Rapid Transit Project. This just makes great sense to everyone especially considering this era that we live in. This is the ideal time for action.

Thank you Mr Zelmer.

Sent from my MetroPCS 4G LTE Android Device

ref:_00Df42UDS._5005GZuXr1:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 1:06 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: LA ART and LASHP [ref:_00Df42UDS._5005GZuVNT:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Chloë Flores [chloeflores@gmail.com]
Sent: 11/16/2020, 1:05 PM
To: laart@metro.net
Subject: LA ART and LASHP

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

Dear Mr. Zelmer,
I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Chloë Flores
3760 Mayfair Drive
Los Angeles, CA 90065
+213 709 2691
www.homela.org
www.guesthausresidency.com

ref:_00Df42UDS._5005GZuVNT:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Friday, November 6, 2020 9:33 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit [ref:_00Df42UDS._500f4YwVW6:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: garcia_trojangroup@yahoo.com [garcia_trojangroup@yahoo.com]
Sent: 11/5/2020, 5:54 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola%2??s ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sent from Yahoo Mail on Android

ref:_00Df42UDS._500f4YwVW6:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:59 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Preserve LAHSP [ref:_00Df42UDS._5005GZuX3V:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: judith garcia [garciajudith68@gmail.com]
Sent: 11/16/2020, 3:53 PM
To: laart@metro.net
Subject: Preserve LAHSP

November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Judith Garcia
831 w. 65th st. Los Angeles, CA

ref:_00Df42UDS._5005GZuX3V:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 1:40 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Letter to LA ART Metro [ref:_00Df42UDS._5005GZuViv:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Sue-Na Gay [nam.sue.na@gmail.com]
Sent: 11/16/2020, 1:32 PM
To: laart@metro.net
Subject: Letter to LA ART Metro

November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system for LA Arial Rapid Transit (LA ART) and the potential impact it will no doubt have on the surrounding community should the current plan move forward. I can see no benefit in destroying precious park space for a station directly within Los Angeles Historic State Park. The park should remain a peaceful place for people to congregate – not a glorified landing pad for a gondola station. Los Angeles State Historic Park is a landmark for the city and for the county of Los Angeles which offers much needed open green space for everyone to share and enjoy everyday.

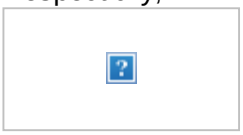
The confiscation of public land to support a private enterprise which will not support the surrounding community cannot and should not move forward as planned. The proposal to create a Spring Street Station for LA ART at the entrance to Los Angeles State Historic Park will destroy the intended recreational use of the park and will permanently obstruct the use of public space in an area that is already severely lacking in parkspace when compared with other metropolitan cities. Further, the proposed station will also destroy the nationally awarded artwork “Monument to Sharing” which is permanently installed in this location.

Should LA ART continue with this project, a “Broadway Street Station” would better serve the Chinatown community and provide a pedestrian bridge into the park, therefore connecting the historically separated community with a walk path that could share the access to public transportation. There is no real benefit to the public in moving forward with a Spring Street Station for LA ART. It confiscates the western part of the Los Angeles State Historic Park with a terminal that is inappropriate in scale to the surrounding buildings and the park itself.

I strongly oppose the Spring Street Station proposal and instead support a Broadway Street Station as a vibrant choice for a new downtown. Connecting communities should be the

defining message of LA Metro – not destroying public park space.

Respectfully,



Sue-Na Gay

ref:_00Df42UDS._5005GZuViv:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:35 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Proposed Godola System [ref:_00Df42UDS._5005GZuXC3:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Gloria Gerace [gloriagerace@me.com]
Sent: 11/16/2020, 4:19 PM
To: laart@metro.net
Subject: Proposed Godola System

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Gloria Gerace
2259 S Canfield Avenue
Los Angeles, CA 90034

ref:_00Df42UDS._5005GZuXC3:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:20 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW URGENT: LA ART and LASHP and proposed gondola to Dodgers Stadium [ref:_00Df42UDS._5005GZuWHv:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: JENNIFER GREEN [jennifer@greengroup.me]
Sent: 11/16/2020, 2:17 PM
To: laart@metro.net
Subject: URGENT: LA ART and LASHP and proposed gondola to Dodgers Stadium

LAART@metro.net
November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Jennifer Greenberg
11964 Azure Pl. Los Angeles, CA 90049
424-208-3510



ref:_00Df42UDS._5005GZuWHv:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 9:17 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Concerns about the LA Aerial Rapid Transit projec [ref:_00Df42UDS._5005GZuOup:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Cassie Guarino [cassieguarino1@gmail.com]
Sent: 11/15/2020, 8:19 PM
To: laart@metro.net
Subject: Concerns about the LA Aerial Rapid Transit project

1. _____

1. _____

1. _____

1. _____

1. _____

1. _____

1. _____

1. _____

Cassandra Guarino

ref:_00Df42UDS._5005GZuOup:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:24 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Do not build the gondola Spring street station [ref:_00Df42UDS._5005GZuWsr:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Mel Guerry [melyssaguerry@gmail.com]
Sent: 11/16/2020, 3:19 PM
To: laart@metro.net
Subject: Do not build the gondola Spring street station

November 16, 2020

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Melyssa Guerry
PO Box 91762
LA, CA 90009

ref:_00Df42UDS._5005GZuWsr:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 12:48 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4Yux2c:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Theodoric Huang [ric25214@gmail.com]
Sent: 10/28/2020, 6:26 PM
To: laart@metro.net; hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Theodoric Huang

ref:_00Df42UDS._500f4Yux2c:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 1:30 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: URGENT: LA ART and LASHP and proposed gondola to Dodgers Stadium [ref:_00Df42UDS._5005GZuV27:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Helene Ige [helene@igedesign.com]
Sent: 11/16/2020, 1:25 PM
To: laart@metro.net
Subject: URGENT: LA ART and LASHP and proposed gondola to Dodgers Stadium

Re: LA ART and LASHP

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

Dear Mr. Zelmer,
I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Helene Ige

7382 Beverly Boulevard
Los Angeles, CA 90036
t: 323.939.2788
w: igedesign.com • in: @igedesign

“Success is relative: It is what we can make of the mess we have made of things” ~ *T.S. Eliot*



www.fallenfruit.org

endlessorchard.com
instagram.com/fallen_fruit

2020 NGV Triennial - Melbourne
2018 Americans for the Arts Award
Manifesta Biennale - Palermo
2017 National Endowment for the Arts
The Curry Stone Prize
2016 Good Works Foundation
The Awesome Foundation
2015 Oregon Community Foundation,
Creative Heights Award
LA County Arts Commission
2014 Art Matters
Center for Cultural Innovation
2013 Creative Capital
Muriel Pollia Foundation

ref:_00Df42UDS._5005GZuV27:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 1:43 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] RE: LA ART and LASHP [ref:_00Df42UDS._5005GZuXq8:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Bryn Jackson [c.bryn.jackson@gmail.com]
Sent: 11/16/2020, 9:33 PM
To: laart@metro.net
Subject: RE: LA ART and LASHP

Mr. Cory Zelmer

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

Dear Mr. Zelmer,
I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself. I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space. The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,
Bryn Jackson

Sent from my iPhone

ref:_00Df42UDS._5005GZuXq8:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 1:32 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4Yv4OL:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Bill Jaques [billjaques@yahoo.com]
Sent: 10/29/2020, 11:34 AM
To: laart@metro.net
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium. Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality. This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._500f4Yv4OL:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 1:58 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] support the project [ref:_00Df42UDS._5005GZuciV:ref]
Attachments: support gondola project_docx.html

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: mei lau [mxl056@gmail.com]
Sent: 11/17/2020, 10:32 AM
To: laart@metro.net
Cc: hello@laart.la
Subject: support the project

Mr. Zelmer

PLease see letter attached that we are support the project

thanks

Mei

ref:_00Df42UDS._5005GZuciV:ref

November 15, 2020

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sincerely,

Mei Lau

President -Chinese Consolidated Benevolent Association

925A N. Broadway

Los Angeles, Ca 90012

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:13 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW Proposed Gondola System [ref:_00Df42UDS._5005GZuWof:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: zelda lin [zeldatron@gmail.com]
Sent: 11/16/2020, 3:10 PM
To: laart@metro.net
Subject: Proposed Gondola System

LAART@metro.net
November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Zelda Lin
1427 E 4th Street
Los Angeles, CA 90033

ref:_00Df42UDS._5005GZuWof:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:12 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Save Los Angeles Historic State Park! STOP the Spring Street station [ref:_00Df42UDS._5005GZuW2R:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Matt Lipps [matt.lipps@gmail.com]
Sent: 11/16/2020, 2:00 PM
To: laart@metro.net
Subject: Save Los Angeles Historic State Park! STOP the Spring Street station.

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Matt Lipps

Matt Lipps
Studio - Bendix Building
1206 S. Maple Ave. #542
Los Angeles, CA 90015
http://mattlipps.com
(213) 631-1142

ref:_00Df42UDS._5005GZuW2R:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:57 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] PRESERVE LA HP PARKS [ref:_00Df42UDS._5005GZuX2r:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Manuel Lopez [mdlopez3455@gmail.com]
Sent: 11/16/2020, 3:51 PM
To: laart@metro.net
Subject: PRESERVE LA HP PARKS

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,
Manuel Lopez
709 W 42nd st

ref:_00Df42UDS._5005GZuX2r:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Thursday, November 12, 2020 7:20 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit [ref:_00Df42UDS._5005GZuEf0:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Christopher Luna [chico818@gmail.com]
Sent: 11/12/2020, 6:51 PM
To: laart@metro.net
Cc: hello@laart.la
Subject: Los Angeles Aerial Rapid Transit project

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sincerely,
Christopher Luna
5262 Cartwright Ave #6
Los Angeles, CA 91601

ref:_00Df42UDS._5005GZuEf0:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:21 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW LA ART Project Support [ref:_00Df42UDS._5005GZuWrU:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Tom L. Majich [tm@arroyohill.com]
Sent: 11/16/2020, 3:17 PM
To: laart@metro.net
Subject: LA ART Project Support

Mr. Zelmer,

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

The gondola will not only provide enhanced and more efficient access to and from Dodger Stadium but can also act as an iconic piece of civic infrastructure that will be enjoyed by residents and visitors of the region whether we use it regularly or just admire it as an innovative transportation solution that we can all be proud of.

If implemented this project could eliminate thousands of cars from the road during stadium events which is not only a benefit to the surrounding communities suffering from the impacts of congestion, noise and air pollution and more dangerous streets but also will help with more efficient flow on the 110 freeway benefiting the region at large.

I urge the Metro Board of Directors to approve this important project.

Respectfully,

Tom Majich
5619 North Figueroa Street #218
Los Angeles, CA 90042

ref:_00Df42UDS._5005GZuWrU:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Friday, November 6, 2020 9:52 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YwWGm:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Elizabeth Martinez [kiwi213.em@gmail.com]
Sent: 11/5/2020, 7:29 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._500f4YwWGm:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:56 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] PRESERVE LASHP [ref:_00Df42UDS._5005GZuX2m:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Jocelyn Martinez [jocmartinez5@gmail.com]
Sent: 11/16/2020, 3:51 PM
To: laart@metro.net
Subject: PRESERVE LASHP

November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough green spaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Jocelyn Martinez
4131 S. Vermont Ave Los Angeles CA 90043

ref:_00Df42UDS._5005GZuX2m:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:20 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Re: LA ART and LASHP [ref:_00Df42UDS._5005GZuXmL:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Heather [figgsiepower@yahoo.com]
Sent: 11/16/2020, 8:41 PM
To: laart@metro.net
Subject: Re: LA ART and LASHP

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Heather McCullough

Sent from my iPhone

ref:_00Df42UDS._5005GZuXmL:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:01 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Preserve LAHSP [ref:_00Df42UDS._5005GZuX3z:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Nathaly Mejía [nathalygmr03@gmail.com]
Sent: 11/16/2020, 3:54 PM
To: laart@metro.net
Subject: Preserve LAHSP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Nathaly Mejia
4131 S. Vermont Ave Los Angeles CA 90043

ref:_00Df42UDS._5005GZuX3z:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:01 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Preserve LASHP [ref:_00Df42UDS._5005GZuWzK:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Alisson Moreno [morenoalisson241@gmail.com]
Sent: 11/16/2020, 3:54 PM
To: laart@metro.net
Subject: Preserve LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Alisson Moreno
Manual Arts High School,
4131 S. Vermont Ave Los Angeles CA 90043

ref:_00Df42UDS._5005GZuWzK:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 12:52 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Support Letter: Los Angeles Aerial Rapid Transit project [ref:_00Df42UDS._5005GZuV9q:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Angelica Moyes [almoyes@gmail.com]
Sent: 11/16/2020, 12:48 PM
To: laart@metro.net
Cc: david.louie@cbrela.com; hello@laart.la
Subject: Support Letter: Los Angeles Aerial Rapid Transit project

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my strong support for the Los Angeles Aerial Rapid Transit project proposed to eliminate thousands of cars off of the road before and after events at Dodger Stadium.

This innovative transportation infrastructure will benefit the community greatly with improved traffic and better air quality along the routes from Union Station to Dodger stadium —as well as the routes from countless locations beyond Union Station.

In addition to providing a much-needed and convenient alternative to driving, this zero-emission project would improve connectivity across communities, parks and the LA River.

With regard to details in the existing proposal, it is incumbent on the Metro Board of Directors to give utmost attention to bigger impact outcomes.
Currently, there is a significant need to relieve the heavily congested streets within Chinatown that include College, Hill, and Broadway. The aerial gondola project would have greater, positive impacts with an additional, Chinatown station location. If an additional station is not feasible with the limited project budget, I urge the Metro Board of Directors to consider and weigh the projected impacts of all possible station locations. I emphasize that the Solano Canyon station alternative does not significantly minimize traffic nor improve air quality since the streets of this neighborhood are already closed and limited to local traffic when there are scheduled Dodger Stadium events.

Thank you for your attention to my concerns. I appreciate and support your efforts to bring this proposed project to fruition.

Sincerely,

Angelica Lopez Moyes
Active Board member and member of numerous Chinatown community groups and Castelar Elementary School parent

ref:_00Df42UDS._5005GZuV9q:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:21 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles (Gondola)Aerial Rapid Transit Support [ref:_00Df42UDS._5005GZuXoM:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Jason [jasonmunoz702@yahoo.com]
Sent: 11/16/2020, 9:05 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles (Gondola)Aerial Rapid Transit Support

Dear Mr. Cory Zelmer, Deputy Executive Officer, Metro

When I heard about this project and what it is about I wanted to support it in the neat way I can. That is why I am writing to you today. The Los Angeles Aerial Rapid Transit project would be a great addition to the city and would help reduce congestion on the streets by having less cars on the road before and after dodger games by connecting Union Station to Dodger Stadium. By removing more cars from the road air quality and traffic will improve.

This is a zero-emission project and would provide a convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Thank you very much for your time and I hope this project is approved.

Sincerely,

Jason Munoz

ref:_00Df42UDS._5005GZuXoM:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 12:43 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YuxVu:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Patti Newkirk [pnewkirk03@gmail.com]
Sent: 10/28/2020, 8:17 PM
To: laart@metro.net; hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sent from my iPhone

ref:_00Df42UDS._500f4YuxVu:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:02 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Gondola Proposal NO [ref:_00Df42UDS._5005GZuX4O:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: christine nichols [tacobelle@me.com]
Sent: 11/16/2020, 3:56 PM
To: laart@metro.net
Subject: Gondola Proposal NO

November 16, 2020

Re: LA ART and LASHP

Mr. Cory Zelmer

Deputy Executive Officer, Metro

One Gateway Plaza, Mail Stop 99-22-6

Los Angeles CA 90012

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system for Dodgers Stadium and the potential impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal. I support the Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

C. Christine Nichols

33 25th Ave

Venice, CA 90291

ref:_00Df42UDS._5005GZuX4O:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Friday, November 6, 2020 9:42 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YwVav:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Joshua Nickel [nickeljoshua26@gmail.com]
Sent: 11/5/2020, 6:01 PM
To: laart@metro.net; hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality. I go to many dodger games each season and this project will help greatly with moving many of the 3 million plus who attend games at dodger stadium each year.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Joshua Nickel

ref:_00Df42UDS._500f4YwVav:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 4:12 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Preserve LAHSP [ref:_00Df42UDS._5005GZuX8B:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Xiomara Nolasco [xiomaranolasco812@gmail.com]
Sent: 11/16/2020, 4:04 PM
To: laart@metro.net
Subject: Preserve LAHSP

November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Xiomara Nolasco
4131 S. Vermont Ave Los Angeles CA 90043

ref:_00Df42UDS._5005GZuX8B:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:25 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW LA ART and LASHP and proposed gondola to Dodgers Stadium [ref:_00Df42UDS._5005GZuWsw:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Deborah Oliver [deboraholivermail@gmail.com]
Sent: 11/16/2020, 3:19 PM
To: laart@metro.net
Subject: LA ART and LASHP and proposed gondola to Dodgers Stadium

November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Deborah Oliver
1418 Manzanit St.
Los Angeles, CA 90027



ref:_00Df42UDS._5005GZuWsw:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 1:09 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YuxEs:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: JJO [osmurdock@yahoo.com]
Sent: 10/28/2020, 7:13 PM
To: laart@metro.net
Cc: hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express our support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium. Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality. This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Thank you,
Jeffrey Osmer / Christian Torres
11138 Sunshine Terrace
Studio City, CA 91604

ref:_00Df42UDS._500f4YuxEs:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:15 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW Spring Street Poposal [ref:_00Df42UDS._5005GZuW4c:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: [virginiapaleno@aol.com]
Sent: 11/16/2020, 2:02 PM
To: laart@metro.net
Subject: Spring Street Poposal

LAART@metro.net
November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

VIRGINIA PALENO
PO BOX 4088, CRESTLINE CA 92325



www.fallenfruit.org
endlessorchard.com
instagram.com/fallen_fruit

2020 NGV Triennial - Melbourne
2018 Americans for the Arts Award
Manifesta Biennale - Palermo
2017 National Endowment for the Arts

The Curry Stone Prize
2016 Good Works Foundation
The Awesome Foundation
2015 Oregon Community Foundation,
Creative Heights Award
LA County Arts Commission
2014 Art Matters
Center for Cultural Innovation
2013 Creative Capital
Muriel Pollia Foundation

Thank you!

Sincerely,
Virginia Paleno

ref:_00Df42UDS._5005GZuW4c:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:03 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Re:LA ART and LASHP [ref:_00Df42UDS._5005GZuWiw:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Francesca Penzani [franpenz@yahoo.com]
Sent: 11/16/2020, 3:00 PM
To: laart@metro.net
Subject: Re:LA ART and LASHP

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Francesca Penzani
2046, Vestal Ave
Los Angeles 90026

ref:_00Df42UDS._5005GZuWiw:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 1:07 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YuxrL:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Matthew Poyer [poyer13@gmail.com]
Sent: 10/28/2020, 9:25 PM
To: laart@metro.net; hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Thank you,

Matt Poyer

Sent from my iPad

ref:_00Df42UDS._500f4YuxrL:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:13 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit [ref:_00Df42UDS._5005GZuXgw:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Kenn Prado [kennprado4@yahoo.com]
Sent: 11/16/2020, 7:39 PM
To: laart@metro.net
Subject: Los Angeles Aerial Rapid Transit

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sincerely,
Kenneth
Prado
421
Steiner Dr.
Hemet.
CA 92544

Sent from Yahoo Mail on Android

ref:_00Df42UDS._5005GZuXgw:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 1:41 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Historic State station proposal [ref:_00Df42UDS._5005GZuVjo:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Max Presneill [maxpresneill@gmail.com]
Sent: 11/16/2020, 1:33 PM
To: laart@metro.net
Subject: Los Angeles Historic State station proposal

November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring Street station proposal but I can support one at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space!
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful.
There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.”
We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles. It is a destination that offers open green space for everyone to share, every day.

Sincerely,
Max

Max Presneill
Artist/Curator
cell: 310 804 4647
www.maxpresneill.com
www.torranceartmuseum.com
Instagram: maxpresneill

ref:_00Df42UDS._5005GZuVjo:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 1:35 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4Yv4rS:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Rob Q [rqphantom@gmail.com]
Sent: 10/29/2020, 12:09 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._500f4Yv4rS:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Friday, November 6, 2020 9:47 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YwVpq:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Manuel Quezada [manny99@gmail.com]
Sent: 11/5/2020, 6:33 PM
To: +hello@laart.la; laart@metro.net
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium. Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality. This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

This will generate so much tourism.
--
Thank you,

Manuel Quezada
manny99@gmail.com
Mobile: 323-828-2020
GV/Mobile: 562-373-2673

"Educating the mind without educating the heart is no education at all." ? Aristotle

ref:_00Df42UDS._500f4YwVpq:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:34 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW LA ART and LASHP [ref:_00Df42UDS._5005GZuWRI:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Matt Reitsma [mattreitsma@earthlink.net]
Sent: 11/16/2020, 2:32 PM
To: laart@metro.net
Subject: LA ART and LASHP

November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,
Matt Reitsma
8605 Santa Monica Blvd.
#83351
Los Angeles,90069

ref:_00Df42UDS._5005GZuWRI:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 1:50 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] PARK [ref:_00Df42UDS._5005GZuXxE:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Paul Richter [paul_richter1@yahoo.com]
Sent: 11/16/2020, 11:08 PM
To: laart@metro.net
Subject: PARK

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Paul Richter
5905 Blairstone Dr.
Culver City, Ca.

ref:_00Df42UDS._5005GZuXxE:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 1:22 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4Yuxx9:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Rudy Rivera [rudy.rivera.0102@gmail.com]
Sent: 10/28/2020, 9:58 PM
To: laart@metro.net; hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Rudy Rivera

ref:_00Df42UDS._500f4Yuxx9:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:22 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._5005GZuXVL:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Tim Rogan [tim.rog@hotmail.com]
Sent: 11/16/2020, 9:07 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sent from my iPhone

ref:_00Df42UDS._5005GZuXVL:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:07 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: LA ART and LASHP [ref:_00Df42UDS._5005GZuVyZ:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Judith Ross [judyross1000@gmail.com]
Sent: 11/16/2020, 1:55 PM
To: laart@metro.net
Subject: LA ART and LASHP

November 16, 2020
Re: LA ART and LASHP

Mr. Cory Zelmer
Deputy Executive Officer, Metro

Dear Mr. Zelmer,
I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Judy Ross
562-498-2346
Sent from my iPhone

ref:_00Df42UDS._5005GZuVyZ:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 1:42 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YvJPP:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Russ [rdbecraft@yahoo.com]
Sent: 10/31/2020, 9:49 AM
To: laart@metro.net; hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

I believe this unique transportation experience will bring patrons to the Los Angeles area and give visitors an amazing birds eye view of our beautiful city. It would be a wonderful opportunity for families visiting the city or going to a Dodgers game.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola has the ability to eliminate thousands of cars off of the road before and after Dodger games and will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Let's make Los Angeles the top transportation innovators of the world.

Sent from Yahoo Mail on Android

ref:_00Df42UDS._500f4YvJPP:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 3:22 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW Re: new gondola station [ref:_00Df42UDS._5005GZuWrj:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Steve Salardino [steve@skylightbooks.com]
Sent: 11/16/2020, 3:22 PM
To: laart@metro.net
Subject: Re: new gondola station

November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support a Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,
Steven Salardino

--
Steven Salardino, Manager
Skylight Books
1818 N.Vermont Ave.
Los Angeles, CA 90027
323-660-1175

www.skylightbooks.com
https://www.instagram.com/skylightbooks/
https://twitter.com/skylightbooks
https://www.facebook.com/skylightbooks/
http://skylightbooks.tumblr.com/

ref:_00Df42UDS._5005GZuWrj:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 1:59 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: LA ART and LASHP [ref:_00Df42UDS._5005GZuVqz:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Robert Sherwood [r.sherwood@allmarkproperties.com]
Sent: 11/16/2020, 1:42 PM
To: laart@metro.net
Subject: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

--

Victoria Woods Apartments
Exceeding Expectations

Robert Sherwood
Leasing Specialist
T 909.899.2631
F 909.899.1198
8493 Etiwanda Avenue
Rancho Cucamonga CA 91739

Allmark An Allmark Properties Community

ref:_00Df42UDS._5005GZuVqz:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:11 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: FW: URGENT: LA ART and LASHP and proposed gondola to Dodgers Stadium [ref:_00Df42UDS._5005GZuW2H:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Kelly Sicat [ksicat@montalvoarts.org]
Sent: 11/16/2020, 1:59 PM
To: laart@metro.net
Cc: david.allen.burns@gmail.com
Subject: FW: URGENT: LA ART and LASHP and proposed gondola to Dodgers Stadium

November 15, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,
I am extremely concerned about the gondola system proposed for LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State Park itself.
I strongly oppose the Spring Street Station proposal. I support the Broadway Street Station as a vibrant choice for a new downtown. Connecting communities should be the message – this does not happen in the destruction of a public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Kelly Sicat
Director, Lucas Artists Program
Montalvo Arts Center



www.fallenfruit.org
endlessorchard.com
instagram.com/fallen_fruit

2020 NGV Triennial - Melbourne
2018 Americans for the Arts Award
Manifesta Biennale - Palermo
2017 National Endowment for the Arts
The Curry Stone Prize

2016 Good Works Foundation
The Awesome Foundation
2015 Oregon Community Foundation,
Creative Heights Award
LA County Arts Commission
2014 Art Matters
Center for Cultural Innovation
2013 Creative Capital
Muriel Pollia Foundation

ref:_00Df42UDS._5005GZuW2H:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:03 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW:LA ART and LASHP [ref:_00Df42UDS._5005GZuVnx:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Kaitlyn Sturgis-Jensen [ksturgisjensen@gmail.com]
Sent: 11/16/2020, 1:50 PM
To: laart@metro.net
Subject: LA ART and LASHP

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

Dear Mr. Cory Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,
Kaitlyn Sturgis-Jensen
2830 30th St
San Diego, CA 92104

ref:_00Df42UDS._5005GZuVnx:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:40 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW LA ART and LASHP [ref:_00Df42UDS._5005GZuVoL:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: tim teahan [mitnahaetshino@gmail.com]
Sent: 11/16/2020, 2:37 PM
To: laart@metro.net
Subject: LA ART and LASHP

November 16, 2020
Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Tim Teahan
659 Euclid Ave
Long Beach CA 90814
Sent from my iPhone

ref:_00Df42UDS._5005GZuVoL:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Friday, November 6, 2020 9:54 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YwXEz:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Torres, Edgar [edgar.torres@kimley-horn.com]
Sent: 11/5/2020, 9:57 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._500f4YwXEz:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:05 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Re: LA ART and LASHP [ref:_00Df42UDS._5005GZuVcF:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Joe Troncoso [joesmusicnstuff@gmail.com]
Sent: 11/16/2020, 1:52 PM
To: laart@metro.net
Subject: Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Joe Harry Troncoso
10645 Curtis Street
Loma Linda CA 92354

Virus-free. www.avast.com

ref:_00Df42UDS._5005GZuVcF:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 1:37 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4Yv64m:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Stan Tsukahira [stanskeys4@yahoo.com]
Sent: 10/29/2020, 1:24 PM
To: laart@metro.net
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium. Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality. This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._500f4Yv64m:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Friday, November 6, 2020 9:49 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YwVwr:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Emily Vecchi [ekvecchi@gmail.com]
Sent: 11/5/2020, 6:47 PM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

Hello, Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Thank you!
Emily

ref:_00Df42UDS._500f4YwVwr:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 1:01 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4Yux60:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: jaime vejar [jaimevejar6@gmail.com]
Sent: 10/28/2020, 6:39 PM
To: +hello@laart.la; laart@metro.net
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium. Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality. This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.
--
-Jaime Vejar

ref:_00Df42UDS._500f4Yux60:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:42 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW URGENT: LA ART and LASHP and proposed gondola to Dodgers Stadium [ref:_00Df42UDS._5005GZuWX0:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Patricia Lea Watts [tricia@ecoartspace.org]
Sent: 11/16/2020, 2:38 PM
To: laart@metro.net
Subject: URGENT: LA ART and LASHP and proposed gondola to Dodgers Stadium

November 16, 2020
Re: LA ART and LASHP

Mr. Cory Zelmer
Deputy Executive Officer, Metro
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA 90012
Dear Mr. Zelmer,
I'm extremely concerned about the proposed gondola system proposed for the LA ART and the adverse impacts on the surrounding community; specifically the proposed station in Los Angeles Historic State Park.
I strongly oppose the proposed Spring Street Station although can support a Broadway Street Station as a vibrant choice for a new downtown location. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There's no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.”
We do not have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.
Sincerely,

Patricia Watts
PO Box 5211
Santa Fe, New Mexico 87502



www.fallenfruit.org
endlessorchard.com
instagram.com/fallen_fruit

2020 NGV Triennial - Melbourne
2018 Americans for the Arts Award
Manifesta Biennale - Palermo
2017 National Endowment for the Arts
The Curry Stone Prize
2016 Good Works Foundation
The Awesome Foundation
2015 Oregon Community Foundation,
Creative Heights Award
LA County Arts Commission
2014 Art Matters
Center for Cultural Innovation
2013 Creative Capital

Muriel Pollia Foundation

--
Patricia Watts
founder/curator
PO Box 5211
Santa Fe, NM 87502
310-704-2395
skype/zoom ecoartspace
http://www.ecoartspace.org
http://patriciawatts.blogspot.com
https://www.facebook.com/ecoartspacefanpage
https://www.instagram.com/ecoartspace
https://vimeo.com/ecoartspace
https://issuu.com/ecoartspace

Santa Fe is on the unceded territorial lands of Tewa and Tanos people, and was called O'ghe P'oghe, which means White Shell, Water Place.

ref:_00Df42UDS._5005GZuWX0:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Wednesday, November 4, 2020 10:42 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YvkIA:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Alan Wayne [alan.m.wayne@gmail.com]
Sent: 11/2/2020, 10:23 PM
To: +hello@laart.la; laart@metro.net
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium. Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality. This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._500f4YvkIA:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 11:08 AM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] LA ART and LASHP and proposed gondola to Dodgers Stadium [ref:_00Df42UDS._5005GZuXa5:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Jessica Westbrook [jessicawestbrook@gmail.com]
Sent: 11/16/2020, 6:36 PM
To: laart@metro.net
Subject: LA ART and LASHP and proposed gondola to Dodgers Stadium

LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.
I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.
The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,

Jessica D. Westbrook
1625 Ewing Street
LA, CA 90026



ref:_00Df42UDS._5005GZuXa5:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:16 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW LA ART + LASHP [ref:_00Df42UDS._5005GZuW5u:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Steph Whyte [wapunda.is@gmail.com]
Sent: 11/16/2020, 2:03 PM
To: laart@metro.net
Subject: LA ART + LASHP

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough greenspaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Take care,
Steph

Stephanie Whyte
Program Director @ STOKED Mentoring
Sustainability and Education Consultant @ freelance
e. wapunda.is@gmail.com
m. (213) 509-3155
pgp: she/her

ref:_00Df42UDS._5005GZuW5u:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 16, 2020 2:02 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Re: LA ART and LASHP [ref:_00Df42UDS._5005GZuVsb:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Jenny Yurshansky [jennyyur@gmail.com]
Sent: 11/16/2020, 1:45 PM
To: laart@metro.net
Subject: Re: LA ART and LASHP

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

Dear Mr. Zelmer,

I am extremely concerned about the proposed gondola system proposed for the LA ART and the proposed impact on the surrounding community and specifically, the proposal for a station in Los Angeles Historic State park itself.

I strongly oppose the Spring street station proposal and I can support at Broadway street station as a vibrant choice for a new downtown. Connecting communities should be the message – not destroying public park space.

The presentation to create a transportation station at the entrance to LASHP destroys the recreational use of the park and permanently obstructs the use of public space. The confiscation of public land to support private business at the Dodger Stadium property is egregious and shameful. There is no real benefit to the public for the Spring Street Station. It confiscates the western part of the LASHP with a terminal that is inappropriate in scale to the surrounding buildings and the park itself. It permanently destroys the main entrance to LASHP and destroys a nationally awarded work of art called “Monument to Sharing.” We don’t have enough green spaces like this – and LASHP is a landmark for all of the city and county of Los Angeles, it is a destination that offers open green space for everyone to share, every day.

Sincerely,
Jenny Yurshansky
1734 N. Main Street #1B

Los Angeles, CA 90031

ref:_00Df42UDS._5005GZuVsb:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Tuesday, November 17, 2020 1:56 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._5005GZuaue:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Alfred Zambrano [alfredatdodgers@gmail.com]
Sent: 11/17/2020, 8:08 AM
To: laart@metro.net; +hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

ref:_00Df42UDS._5005GZuaue:ref

From: noreply@salesforce.com on behalf of Michael Cortez <cortezmic@metro.net>
Sent: Monday, November 2, 2020 1:14 PM
To: Kibriya, Fareeha
Cc: jusaya@metro.net
Subject: [EXTERNAL] FW: Los Angeles Aerial Rapid Transit Support [ref:_00Df42UDS._500f4YuxO9:ref]

Michael Cortez
LA Metro
Community Relations Manager
Central Los Angeles/Special Projects
213-418-3423

---------- Original Message ----------
From: Rodrigo Zelaya [rodal66@msn.com]
Sent: 10/28/2020, 7:43 PM
To: laart@metro.net; hello@laart.la
Subject: Los Angeles Aerial Rapid Transit Support

To: Mr. Cory Zelmer, Deputy Executive Officer, Metro

I am writing to express my support for the Los Angeles Aerial Rapid Transit project proposed to connect riders from Union Station to Dodger Stadium.

Angelenos are in dire need of this innovative transportation infrastructure. This aerial gondola's ability to eliminate thousands of cars off of the road before and after Dodger games will benefit the community greatly with improved traffic and better air quality.

This zero-emission project also provides a much-needed and convenient alternative to driving to connect communities, parks and the LA River. I urge the Metro Board of Directors to approve this important project.

Sent from my T-Mobile 5G Device
Get Outlook for Android

ref:_00Df42UDS._500f4YuxO9:ref

LA ART VIRTUAL SCOPING MEETING
VERBATIM TRANSCRIPT --
ORAL COMMENTS

Audio Transcription

Oral Public Comment Transcript

October 22, 2020

LA ART Virtual Scoping Meeting

aptus COURT REPORTING
www.aptusCR.com | 866.999.8310

LA ART VIRTUAL SCOPING MEETING

OCTOBER 22, 2020; 6 - 8 P.M.

ORAL PUBLIC COMMENT TRANSCRIPT

Transcribed by:
Jenny Craig, CSR No. 11094
Certified Stenographic Shorthand Reporter
Job No. 10108137

(Beginning of audio transcription at 00:45:51.)

MS. LOPEZ: Good evening. My name is Angelica Lopez (unintelligible) I'm an active contributing member of multiple Chinatown community organizations and a parent of a Castelar Elementary School student for the past five years, up through last year.

A primary outcome of the project described is, quote, reducing traffic congestion and expanding mobility options for transit options, end quote

Our project planners should consider the inclusion of an intermediate station at or as close as possible to the Gold Line Chinatown Station. Much of the traffic congestion is concentrated through Chinatown into Dodger Stadium on College Street and, therefore, the preferred of the two proposed intermediate stations is the Spring Street alternative since the Chinatown Gold Line stop is located at Spring and College Street.

A Solano Canyon stop limits service to primarily the residents of Solano. This neighborhood is currently closed and limited to local traffic during periods when there are high concentrations of traffic, including scheduled events at Dodger Stadium.

This defeats the purpose of reducing traffic and potentially removing up to 3,000 vehicles from our streets.

To reduce the traffic, we should consider a Chinatown Gold Line Station stop for the gondola project or, at the very least, prioritize the Spring Street alternative.

Thank you for your work, and I'm happy to see the development of this project.

ANDY VOUGHT: Yes, thank you. My name is Andy Vought and I'm a member of the Los Angeles River State Park Partners. We're an advocacy organization on behalf of LA State Historic Park.

We're very concerned about the impact on the neighborhood of this station in the park under the Spring Street alternative.

After looking at other gondola systems in the materials that you have provided, it seems that usually gondola systems are point to point and do not (unintelligible) multiple stations.

My question is: Have you considered options which could not involve any intermediate station stops?

Thank you.

FEMALE SPEAKER: Thank you very much.

I rep- -- I represent the Chinese American Museum, which is part of El Pueblo Historical Moment. And we are -- I consider us a major stakeholder, the museum being right at the front door of Union Station.

I like the fact that the Los Angeles Street Station has an exit that's toward El Pueblo so that tourists and people who need to stop to eat or shop before going to Dodger Stadium or coming back from Dodger Stadium would have places to eat and places to visit.

I would like to echo the need for an intermediate station at Chinatown for the same reason, that it would allow visitors to have places in -- in between to stop by with their families, to visit the many restaurants in Chinatown and also to visit many of the merchants. I think it would be a win-win for everyone.

Thank you very much.

MR. KWONG: Hi. Thank you.

This is Pete Kwong, and I apologize for joining late. I only found out about this meeting maybe an hour ago.

And so my first concern is, as a stakeholder in Chinatown and having two hotels down here and almost being in business over close to 60 years, how come I didn't find out about this? And was there any public outreach to the

stakeholders of Chinatown?

That's my first question.

And I'd like to be on some kind of list so I can find out about other meetings that you might have somehow so I don't miss them.

I agree with the other commenters about having a station at the Gold Line Station because I don't know if you've noticed, but Chinatown is dying, and we can use all the economic help that we can get from this project to bring in more tourists, to get people to spend money in Chinatown, and even just to hang out in Chinatown.

If you haven't noticed, even for the citizens of Chinatown, we have no supermarket. There is no place for our people to shop because we have no people.

So we have a lot of apartment units being built, but where are these people going to shop because -- because we have no economic growth in Chinatown anymore, and that is a major concern.

I hate to lose Chinatown to gentrification, but we need something to help Chinatown, and we can use all the help we can get.

Thank you.

MS. MORALES: Hello. My name Areli Morales. I am a long-time bicycle and pedestrian advocate. I work for

California Walks, and I 100 percent oppose this project.

It is completely against equity. It's being disconnected by -- from other things like our other goals that we are going towards, which is our bus-only networks and crosswalks that the community have been asking for, the bike lanes that were approved and -- proposed and approved on Spring Street that were never made.

This is -- just seems like a larger part of the already corrupt, already rapidly gentrifying plans of developers.

Please prioritize our parks and our communities and stop things like this. It is in- -- insane that we're going through this right now when we should be supporting the full-time bus-only lanes that would alleviate a lot of these concerns.

Thank you.

PHYLLIS: Hi. Yes, this is Phyllis.

I guess this has been studied for two years, so I'm wondering why you can't tell us where the towers would be. How large would they be? How wide would they be? How tall? Where would they be located?

I think that would affect a lot of what -- involvement of residents and locals to -- if they knew where the towers were located; what they might look like

in the neighborhood; how that will impact the neighborhood.

Also, consider privacy issues. I -- I hope you can consider Smart Glass in the cabins when the gondolas are close to residential properties.

Also, how -- how will -- this seems like a tourist attraction. If it's intensified for transit then how will maintenance be scaled up because maintenance will be essential for quiet operation.

How will you address graffiti of the towers and the gondola cabins?

And I hope you can consider a no-build -- in addition to a no-build alternative, also alternative mitigation such as, perhaps, a pay-as-you-exit parking scheme, similar to how shopping malls work, so that traffic doesn't back up in the neighborhood, it backs up into the stadium instead when -- when people are exiting.

It seems like the folks who are in charge of the parking lot could and should investigate this option regardless of the gondola.

Thank you.

MS. GUDIS: Hi. My name is Cathy Gudis. I've -- I've worked for a long time with California State Parks, especially on issues around equity and diversity.

I want to just state my outright opposition to the gondola point blank. And I hope that as you're doing the scoping --

And I have to say, even though I am ed- -- well educated and have -- have given comments at many different planning sessions, I honestly don't know what you mean by only addressing the scoping comments. So I'm going to say my comments, which is my opposition to this.

There are so many needs that this city has. I feel like this is the McCourts passing everything that should be a private obligation onto a public entity and onto the people in the community around Chinatown as well as around Dodger Stadium.

I think the impact to the Los Angeles State Historic Park are immense, no matter which option is chosen.

Still, the Spring Street -- Spring Street station alternative is -- has a horrible impact, not only on the State Park, but also on gentrification that is possible in the area.

I also want to make sure that when the EIR is prepared, the issues of view shut are considered, not just on the ground, but in the air. When we do not have open space where we live, we rely upon what is above us. When that is taken away from us, that is a reduction of our

open space.

So I'd like for that to be considered along with the other environmental issues.

Thank you so much.

FEMALE SPEAKER: Thank you.

This is Tawny. I'm a local resident.

I'm opposed to this project. I -- I heard some of the light details from a previous meeting regarding this gondola project. And one of -- you know, one of the things that's brought up is that it's going to travel up the right-of-way on Bishops Road and that the -- the cars, which will be traveling in opposite directions up and down Bishops Road, will be 20 feet apart, but still within the right-of-way.

Bishops Road is not that wide. Not including the sidewalks that are there, it is barely 40 feet across. So if you're going to have the cars 20 feet a -- apart from each other then, what, the cars are maybe, at the most, 10 feet wide each, and we're only carrying 30 to 40 passengers in every cabin?

And -- and -- all -- all -- all -- all my other comments are basically echoing what other people have said.

Where are these towers going to be located?

How big are they going to be?

How high up in the air will these cabins be?

We need more details but, you know, I -- I -- I am opposed to this. I don't think -- I think there are other avenues that can be taken to attempt -- still after many, many years, attempt to alleviate this -- this congestion issue with Dodger Stadium. And -- and we -- we have some so many other public transit works that we can be focused on.

And that is all.

Thank you very much.

MALE SPEAKER: Yes. Hi, everybody. Thank you so much.

You know, I really want to comment on the impact to Los Angeles State Historic Park and the proposal as the primary site being along Spring Street.

I worked very hard in that neighborhood for many years at the development of that project, the park itself, and making one of the main artworks at the entrance of that park, which is called Monument to Sharing.

What I learned by working in that neighborhood for years is the performance of that neighborhood over time.

And I think one of the things that is really

being ignored is that that neighborhood is actually very small, and it does not provide open parking for the general population of the city of Los Angeles as an alternate station. It makes zero sense to put a station at the entrance of the park.

If there was going to be a station at the park, at least create the opportunity for Chinatown to take advantage of this up on Broadway. That makes some level of sense.

The previous comment earlier, which is a terminus, point a to point b, meaning Union Station to Dodger Stadium, that makes the most sense. But creating this transit corridor with interme- -- intermediary stops that causes congestion all along the way and negative impact by people traveling from other communities into this very fragile and very small and dense population of people, it does not have the accomodation for parking and this level of -- of behavior of the general public, is completely unacceptable and a complete oversight in the development of how this city can (unintelligible) itself.

Both the Chinatown community and the communities on the other side, William Mead, et cetera, are pedestrian and very accommodatable and very polite. And -- and they're historic neighborhoods.

They should not be destroyed by a project like

this. There should be much more consideration made about how the public will use these additional sites in between point a and point b, being Union Station and Dodger Stadium.

I think that the idea of plopping in extra stations to accommodate a greater capacity, impacting parks and impacting parking issues, is completely egregious and crazy.

Thank you.

MS. LEAL: Hi. My name is Breanna Leal (phonetic). I'm a volunteer with CCED, which is the Chinatown Community for Equitable Development.

And we also strongly oppose this project, echoing a lot of the thoughts from previous speakers and echoing also the exact words of the speakers during the presentation about wanting to fit this project contextually within neighborhoods.

It's obviously impossible and evident that this project cannot and isn't intended to fit into the Chinatown neighborhood. It's only for tourists because Chinatown residents, many of them -- the original residents, not gentrifying residents -- are families of elderly working-class folks who need the connectivity to grocery stores and hospitals which, as previous speakers

have mentioned, have been displaced by gentrification from Chinatown. They don't need to be flying across Chinatown to get to Dodger Stadium.

They need more funding to support bus service and safety, not the 20 percent cuts that Eric Garcetti has put in, and not additional congestion from people parking to get on the gondola, and not people getting off the gondola to treat Chinatown like a playground or a tourist attraction because Chinatown is historical, but not in the sense that it's dead and not in the sense that it is a monument to the past. They're people who live there and work there and live their lives there.

And there needs to be a lot of attention paid to how this project is going to actively harm that aspect of the community.

This is not what we need.

MR. CAMACHO: Hi. Don Camacho here of Camacho's, Incorporated, and El Paseo Inn, two properties at Olvera Street.

I just quickly wanted to say how much we appreciate your efforts.

And our company, we've been at Olvera Street for decades, have our corporate office there. Actually had concessions at Dodger Stadium for years at one time.

We're very supportive of this project. We think it's going to do a lot to enhance the community. And, obviously, particularly now in tough times with COVID-19, it definitely will be something that I think would pick up sales for all merchants at the property.

So we're very much in support of it. We wish you all the best as you continue. And, obviously, along the way, if there's anything needed, we're -- we're happy to support.

Thank you.

(End of audio transcription at 01:28:56.)

REPORTER'S CERTIFICATION

I, Jenny Craig, Certified Shorthand Reporter in and for the State of California do hereby certify:

That the audio file was transcribed by me at the time and place herein set forth; that all audible and intelligible testimony and proceedings were reported stenographically by me and later transcribed into typewriting under my direction; that the foregoing is a true record of the testimony and proceedings taken at that time.

IN WITNESS WHEREOF, I have subscribed my name, this date: September 28, 2022, at Santa Ana, California.

Jenny Craig

Jenny Craig, CSR No. 11094

LA ART VIRTUAL SCOPING VERBATIM Q&A BOX
10/22/2020

LA ART Virtual Scoping Meeting 10/22/2020 - Q&A Box

Patricia Perez 06:21 PM

Why is a station planned at Los Angeles State Historic Park and not a tower?

Phyllis Ling 06:24 PM

Where were the physical/paper notices for this scoping meeting posted, and did they include the meeting link, meeting phone number, and passcode?

Patricia Perez 06:24 PM

What are the plans to develop the Dodoger Stadium parking lot? Will the LA ART be used year-round? Doubt this expensive system is being created just for Dodger games.

Patricia Perez 06:26 PM

The McCourts had safety issues at the Dodger parking lot. What safety precautions are being taken taken to ensure the safety of LA ART passengers and neighboring communities?

Patricia Perez 06:27 PM

Will parking be incorporated into the station at Los Angeles State Historic Park? If not, passengers will park in residential streets.

susan 06:28 PM

The Hooper Airport is located on the roof of Piper Tech, which is adjacent to LA Union Station. This airport is the largest helicopter airport in the world. The helicopters are used by the LAPD and fly directly above and along the Pasadena Freeway to access other jurisdictions such as Glendale, Burbank, Pasadena and beyond. Local news choppers also use this freeway corridor to monitor traffic, weather and newsworthy events. Emergency hospital helicopters also use this corridor.

Fire emergency helicopters also use this corridor. The aerial tramway crosses over the Pasadena Freeway and the apparent height of the tramway wires and support towers, like high voltage towers, will interfere with the regular flight patterns of the LAPD, news choppers, and emergency services. Have you checked with the LAPD, the Fire Department, FOX news, CBS, NBC, ABC, and the Federal Aviation Administration (FAA) regarding the use of this airspace? Typically it takes ten years to modify an airspace.

Anonymous Attendee 06:33 PM

How is outreach and communication with the Tognva? What about the connections to the river?

Patricia Perez 06:33 PM

How has this project engaged or worked with communities? You talk about working with communities to encourage tourism but the community is the last to hear of this project. The LA River State Park Partners had to ask for a briefing.

Patricia Perez 06:36 PM

How can a 75 ft station fit contextually in the LA State Historic park? You forgot to mention the HISTORIC significance of the park.

Patricia Perez 06:38 PM

So to secure a gondola view you are willing to negatively impact LA State Historic Park's iconic skyline views?

Anonymous Attendee 06:43 PM

Have opportunities for questions passed?

david burns 06:47 PM

I would like to comment on the Los Angeles State Historic Park site locations…. The Broadway station makes sense and adds value to access to the park without impacting and removing public spaces and existing park improvements. The Spring Street station would destroy the entrance of the park — and change the park to a mid-transit stopover - and not a public destination. it owuld cause crazy parking issues and negatively impact Los Angeles State Historic Park

susan 06:48 PM

You didn't read my comment.

Patricia Perez 06:52 PM

If the goal is to reduce traffic, why is there a station planned at LA State Historic Park, encouraging people to drive to that station?

Apotheke Mixology 06:56 PM

What would be the daily hours of operation?

king 06:56 PM

How to protect privacy? People bring binoculars to games. They will use them on the tram to see the scenery. This is not good.

king 06:57 PM

I saw not much buses running on Cesar Chavez during game dates. Why build something so big and costly, while we can run more buses.

Anonymous Attendee 06:59 PM

What is the relationship between Aerial Rapid Transit Technologies LLC and McCourt Global/Frank McCourt?

Austin Young 07:03 PM

Can you connect to the gold line without impacting the Los Angeles State Historic Park? Does the Broadway alternative have less impact on the park. I oppose the Spring street station and it's possible impact on the park.

Phyllis Ling 07:19 PM

How will this impact public usage of the park? Kite-flying is a popular activity.

Phyllis Ling 07:22 PM

Any possibility of another scoping meeting? This is the same time as the 3rd presidential debate.

Matthew Driggs 07:25 PM

I live in Solano Canyon. I am supportive of a direct route from union station to Dodger Stadium. I worry about what additional stops to dodger stadium will do to our neighborhood during game days. Upper Solano is already flooded with Dodger visitors that are parking in our streets to avoid paying parking fees at Dodger stadium. Additional gondola drop off/pick up spots during game days will have more people will park in our neighborhood to avoid these fees - and possibly increase local traffic with people searching for parking spots

Roxanne Steinberg 07:28 PM

Could you please let us know where the meetings adressing public concerns have been so far and how many 501c3 orgs have been notified and heard from.

Austin Young 07:29 PM

Although the project is not ideal. A project benefiting Dodgers stadium - Is it paid for by citizens or Dodger Stadium? If this project goes through - I think it's better to focus on sidewalks and bike paths in Chinatown - and just have this project go from Union Station to Dodger Stadium without impacting the neighborhood.

Tany Ling 07:36 PM

Moving 5,500 people per hour at 40 people per cabin is the equivalent of 137.5 cabin trips per hour. That would mean 1 cabin would have to leave/arrive at least every 30 seconds.

Anonymous Attendee 07:38 PM

Has funding for this been allocated and if so, by whom?

Anonymous Attendee 07:43 PM

People are watching the debate. Was the planned before you knew the debate schedule?

Roxanne Steinberg 07:43 PM

How are decisions made to choose the designs?

Phyllis Ling 07:45 PM

There was a study commissioned, by the state I believe, that looked at possible pedestrian crossing locations from Broadway to the park? One possible location for pedestrian bridge was at Bishops Rd. Will either alignment interfere with this pedestrian bridge? How will you know if the crossing hasn't been designed yet?

Peter Choi 07:46 PM

Will Low-Income Fare is Easy (LIFE) program apply to this transit system?

Wilson Gee 07:47 PM

We would prefer that the gondola stop in Chinatown during game days, as it would drive business as well as pick up passengers coming from the east on the goldline. we would like

Wilson Gee 07:47 PM

W

Phyllis Ling 07:53 PM

Metro is considering going to a fareless system. How would that impact this project?

ATTACHMENT G

VIRTUAL SCOPING MEETING MATERIALS

- English

- Chinese

- Spanish

LOS ANGELES AERIAL RAPID TRANSIT PROJECT

A Project Proposed by Los Angeles Aerial Rapid Transit Technologies LLC

VIRTUAL SCOPING MEETING

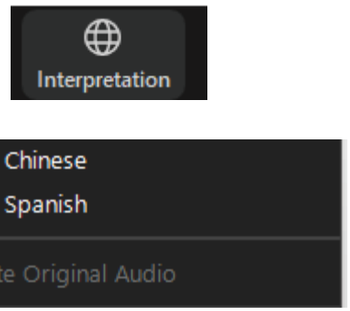
October 22, 2020
6-8pm



Welcome
Bienvenidos
歡迎

Jessica Sisco
AECOM Facilitator

LANGUAGE ACCOMMODATIONS



Click on the interpretation button.

Select Spanish or Chinese.

You are welcome to download a translated version of the Presentation at LAARTvirtualopenhouse.org

Español

Presiona el botón que dice “Interpretation”

Selecciona Español o Cantonés.

La versión traducida de esta presentación puede ser descargada en: LAARTvirtualopenhouse.org

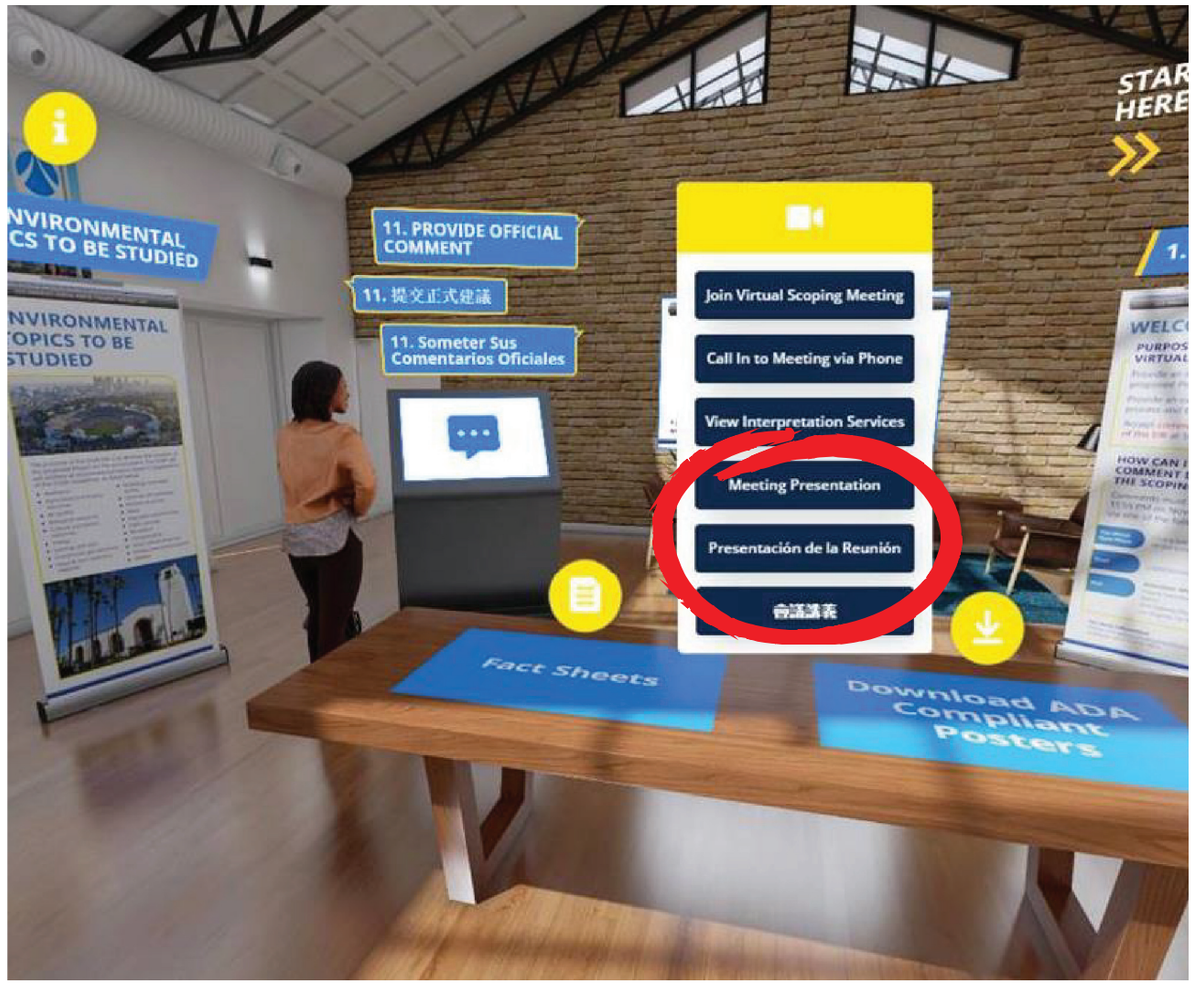
中文

點擊翻譯鍵

選擇西班牙語或中文

歡迎您在 LAARTvirtualopenhouse.org 下載總結文稿的翻譯版本

VIEW THE PRESENTATIONS



AGENDA

1. Purpose of Meeting
2. How to Participate in this Virtual Meeting
3. Overview
4. CEQA Process
5. Project Introduction
6. Public Comment Opportunity

Note: This meeting is being recorded and will be posted to the Virtual Open House.

For assistance with Zoom: please email Paola.Pena@aecom.com or call 619-610-7809

Purpose of the Meeting

Jessica Sisco
AECOM Facilitator

PURPOSE OF THE MEETING

Note: The **California Environmental Quality Act** is also often referred to by its acronym, “CEQA”, so you may hear us using “CEQA” throughout the meeting.



PROVIDE AN OVERVIEW OF THE CEQA PROCESS



INTRODUCE THE PROJECT



PROVIDE A PUBLIC COMMENT OPPORTUNITY

How to Participate in this Meeting

Jessica Sisco
AECOM

1 

Q&A: Use the Q&A feature to type a comment during the Public Comment Period. Or, raise your hand.

2 

Phone: dial *9 to raise your hand. We will call on you by the last four digits of your phone number. You will be asked to press *6 to unmute yourself once we call on you during the Public Comment Period.

Overview

Cory Zelmer
Metro

OVERVIEW

- The Los Angeles Aerial Rapid Transit Project is proposed by Los Angeles Aerial Rapid Transit Technologies LLC
- Metro is the lead agency in the preparation of an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA)
- The EIR will evaluate the potential environmental effects associated with construction and operation of the project

OVERVIEW

- As the lead agency, Metro has the responsibility to ensure that:
  - The EIR adequately assesses the potential project impacts
  - The proposed mitigations are appropriate
  - The CEQA process has been complied with for public notices, public outreach, and distribution of documents

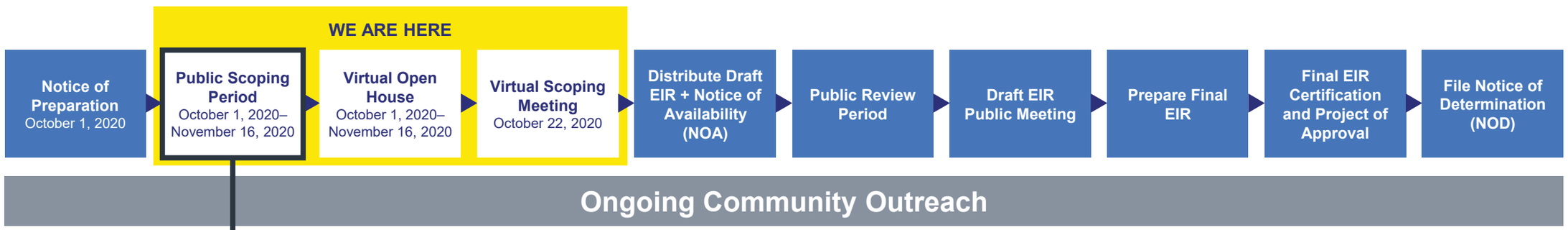
OVERVIEW

- We are currently accepting public scoping comments under CEQA
  - The purpose of scoping is to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to solicit input on the environmental analysis to be performed

CEQA Process

Fareeha Kibriya
AECOM

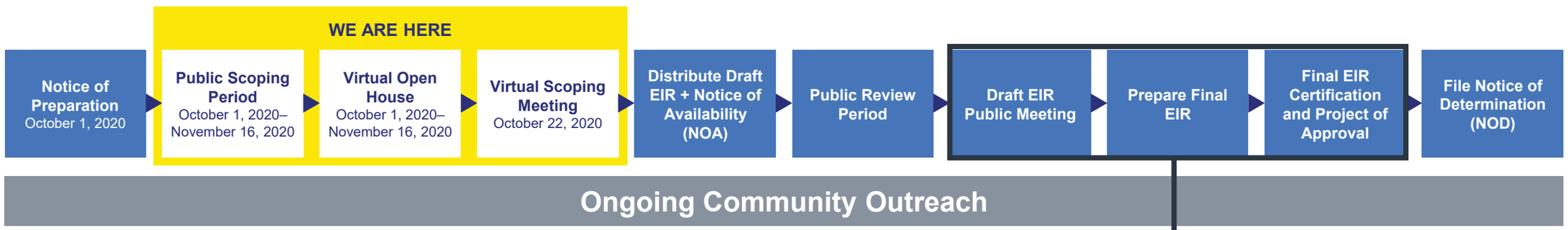
CEQA PROCESS



The **purpose** of a **public scoping period** is to:

1. Inform the public that the lead agency, Metro, is evaluating a project under the California Environmental Quality Act (CEQA); and
2. Solicit public comment regarding the type and extent of environmental analyses to be undertaken

CEQA PROCESS



What is the Purpose of the EIR?

The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required

CEQA PROCESS

- Required for all projects undertaken, funded, or requiring approval by a public agency
- Informs the public and decision makers
- Discloses potential environmental impacts resulting from a proposed project
- Provides the opportunity to comment on environmental issues
- Two public comment periods: Scoping Period and Draft EIR Public Review

ENVIRONMENTAL RESOURCE TOPICS

All Environmental Resource Topics per CEQA Guidelines Appendix G will be addressed in the EIR:

- Aesthetics
- Agriculture/Forestry
- Air Quality
- Biological Resources
- Cultural/Historic Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

Project Introduction

Beth Gordie and Mark Rios
Los Angeles Aerial Rapid Transit Technologies LLC


LOS ANGELES
AERIAL RAPID TRANSIT
LA ART

Project History | Background

- **Spring 2018** Aerial Rapid Transit Technologies (ARTT) initiated its proposals to Metro's Office of Extraordinary Innovation for an aerial rapid transit gondola system to connect Union Station and Dodger Stadium
- **Spring 2019** Metro agreed to act as lead agency under CEQA
- **October 1, 2020** Metro released Notice of Preparation, beginning EIR process



LA ART

Transit Link to Dodger Stadium | Cleaner Air, Less Traffic

- Dodger Stadium is one of the region's most visited venues
- The successful Dodger Express bus service has helped over 2 million fans to use transit on game days
- With a permanent transit link that provides game-day capacity of 10,000 to 12,000, LA ART could replace up to 3,000 trips before and after each Dodger game and Stadium event
- The sustainable, zero-emission project could reduce freeway and neighborhood street congestion and enhance community safety, while supporting clean air and sustainability goals
- Year-round operation opportunities to increase transit access for underserved communities and to parks



LA ART

Urban Applications of Aerial Rapid Transit

Modern applications of urban rapid transit have seen the evolution of aerial transit technology as a feasible mode of urban rapid transit that is among the safest transit systems in the world, as multiple redundancies ensure rider and public safety



Portland, Oregon



London, England



Mexico City, Mexico



Ngong Ping, Hong Kong

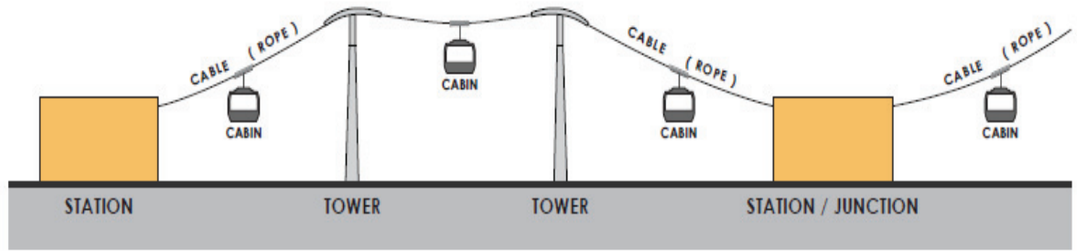


La Paz, Bolivia

LA ART

Gondola System Overview

LA ART system proposes passenger stations, a non-passenger junction, and towers to support the aerial cables that carry the gondola cabins, with capacity for 30-40 passengers



- High passenger capacity: detachable cabins with “3S” system
  - “3S” system includes three cables: two “track ropes” for stability and a third “haul rope” to circulate the cabins
  - Capacity to move approximately 5,500 people per hour per direction with quiet, safe, environmentally friendly system
- Cabins detach from continuously circulating haul rope and slow down upon entering a station for passenger exit and entry, then reattach to haul rope
- Cabins allow for sitting or standing, are fully ADA accessible, and provide room for baby strollers and bicycles

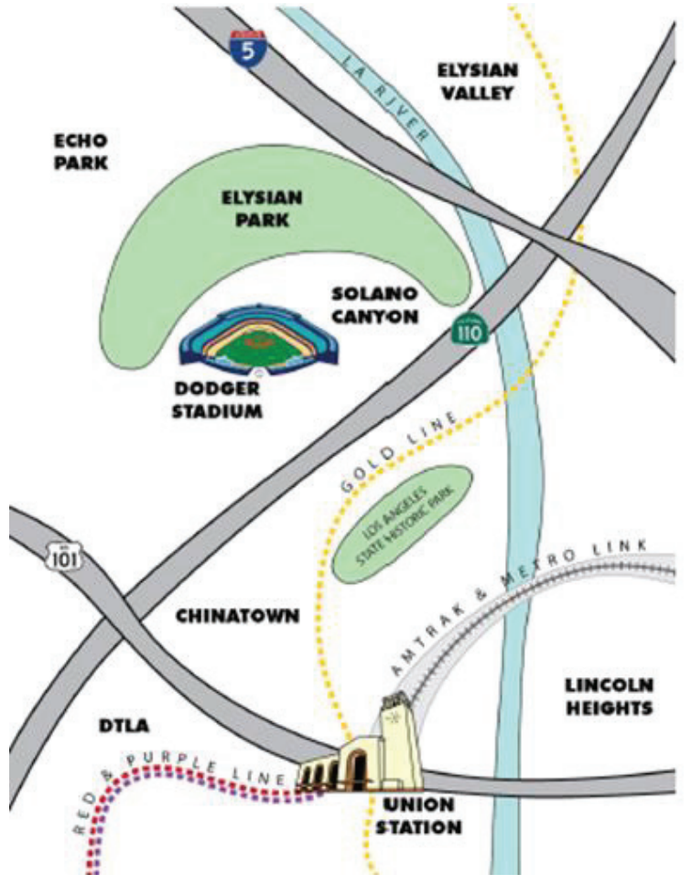


Koblenz, Germany

LA ART

Connecting Union Station, Parks/LA River, and Dodger Stadium

- Route generally located within the public right-of-way
- Starts adjacent to Union Station and El Pueblo, then follows Alameda Street in a northeast direction, flying over the Los Angeles State Historic Park to Bishops Road and then over the SR-110 to Dodger Stadium
- Stations are planned at Union Station and Dodger Stadium
- Connects the communities of El Pueblo, Chinatown, Mission Junction, Elysian Park, and Solano Canyon to Union Station, the region's transit hub
- Potential to expand transit service in these areas with intermediate station next to Los Angeles State Historic Park
- The ride is just over 1 mile and will be short and enjoyable, with a travel time between Union Station to Dodger Stadium of about seven minutes



LA ART

Connection at Union Station | The Region's Mobility Hub

- LA ART provides a safe, efficient and fun alternative to driving by connecting directly to our region's mobility hub at Union Station
- Attracts new riders to the Metro system through a unique experience connecting to Dodger Stadium
- Union Station currently hosts 36 million people per year and 100,000 daily transit riders
- Metro forecasts 72 million people per year and 200,000 daily riders in 2040
- Proposed Union Station location over Alameda Street integrates with Metro's proposed Union Station Forecourt and Esplanade Improvements and provides connection to historic El Pueblo



LA ART

LA ART Union Station Alameda Station (Concept Design)



LA ART

LA ART Union Station Alameda Station

(Concept Design Viewed from Metro Proposed Forecourt with Passenger Access)



LA ART

Transit Connections for Parks, LA River, and Communities

- Serving Dodger home games and events at Dodger Stadium, LA ART can also operate daily for community, park visitors, and tourists
- Consistent with Metro's Transit to Parks Strategic Plan, LA ART has the potential to enhance transit access to Los Angeles State Historic Park, the Los Angeles River, and Elysian Park
- To advance public equity goals, LA ART has the potential to connect El Pueblo, Union Station, Chinatown, the Mission Junction area (including William Mead Homes), Cathedral High School, and Solano Canyon
    - Providing access to Union Station via LA ART can increase regional connectivity and access with cleaner air for these communities



Source: teamplayevents.com

LA ART

Potential for Community and Environmental Benefits

High-Capacity, Zero-Emission, Quiet Operation

- LA ART offers the capacity to move approximately 5,500 people per hour per direction using environmentally friendly, zero-emission technology
- Aerial rapid transit technology is quiet, with noise from operations expected to be below background noise levels in an urban environment

Reduce Congestion and GHG Emissions, Improve Safety and Air Quality

- LA ART's capacity could take 3,000 cars off the roads before and after each Dodger game or event at Dodger Stadium to ease congestion and improve safety on neighborhood streets and the SR-110 freeway
- Reductions in VMT and congestion lead to reduced GHG emissions and improved air quality
- The emission reductions benefit communities with economic challenges and burdened by pollution

LA ART's goals include working with Metro to identify affordable, accessible fare opportunities for community and park access

LA ART

Potential Broadway-State Historic Park Pedestrian Bridge

Metro's L Line (Gold) ROW separates the State Historic Park from North Broadway, together with a steep grade; LA ART may be able to assist with a proposed ADA accessible pedestrian/bicycle bridge to cross over the Gold Line, creating more connections between the State Historic Park and areas of Chinatown, Cathedral High School, and Solano Canyon



Source: LASHP Pedestrian Bridge Feasibility Study



Source: LASHP Pedestrian Bridge Feasibility Study



Source: LASHP Pedestrian Bridge Feasibility Study

LA ART

Spring Street Alternative

In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, LA ART would include a Park Station on Spring Street and fly northwest over the Los Angeles State Historic Park, then above Bishops Road and the 110 Freeway to Dodger Stadium

The Spring Street Alternative would provide new transit access to the Los Angeles River, William Mead Homes, and the Los Angeles State Historic Park and environs

Potential public benefits for Los Angeles State Historic Park under this alternative include support for the pedestrian bridge at North Broadway to provide access for walkers and bicycles who cannot access now from Broadway, and the potential to support other Park amenities such as tree planting



LA ART

Broadway Alternative

The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) ROW and continue northwest, with a potential station location at the intersection of North Broadway and Bishops Road and continue above Bishops Road and the 110 Freeway to Dodger Stadium

Public benefits being considered for the Los Angeles State Historic Park include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park, to provide access for walkers and bicycles who cannot access now from Broadway



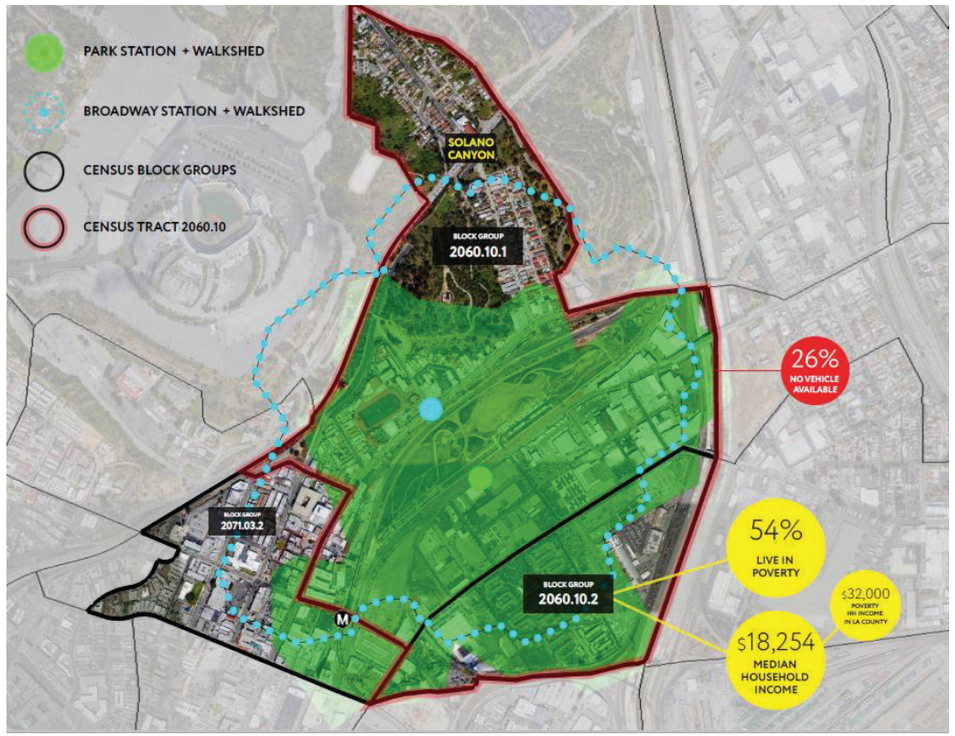
LA ART

Benefits a Community Burdened by Pollution

Both station alternatives increase transit access beyond that provided by the existing Metro Chinatown station; the Spring Street Alternative encompasses additional areas and more River access

Emissions benefits and increased access can be provided for the area between Union Station and Dodger Stadium, which includes disadvantaged communities identified by CalEnviroScreen 3.0 as in the top 98% of CA communities burdened by pollution





LA ART

Views from a Cabin | Get There By Air

LA ART enhances transit rider experience by providing panoramic, unique scenic views of Los Angeles and iconic Dodger Stadium





LA ART

LA ART Dodger Stadium Station (Concept Design)



LA ART

Metro Community Outreach Plan

- With the Notice of Preparation's release on October 1, expanded outreach has begun, consistent with the Metro Community Outreach Plan for LA ART
- LA ART has initiated early outreach to key stakeholders along the route
- Metro staff has worked with LA ART to develop the Community Outreach Plan to expand engagement and broaden outreach during the environmental review process
- A "Virtual Open House" is online during the NOP Scoping Period providing information about the proposed LA ART project and how to get involved
- In conjunction with Metro's NOP mailing, LA ART mailed information to community members along the route and additional stakeholders, including a link to website information with translation available in English, Cantonese, Spanish and other languages

LA ART

Collaboration with Local Communities and Stakeholders

- LA ART's goals include transit improvements, environmental benefits, and potential economic benefits for the surrounding communities
- LA ART has the potential to enhance transit access to Los Angeles State Historic Park, the Los Angeles River, and Elysian Park and to connect El Pueblo, Union Station, Chinatown, the Mission Junction area (including William Mead Homes), Cathedral High School, and Solano Canyon
- LA ART seeks to collaborate with the El Pueblo and Chinatown communities to promote visitation and tourism
- Starting the LA ART experience across from Union Station and El Pueblo, the birthplace of Los Angeles, LA ART can offer tourists an incredible introduction to the City of Angels, together with a narrated gondola ride highlighting the City's history
- ARTT looks forward to ongoing discussions with stakeholders



Source: www.elpueblo.lacity.org/about-us

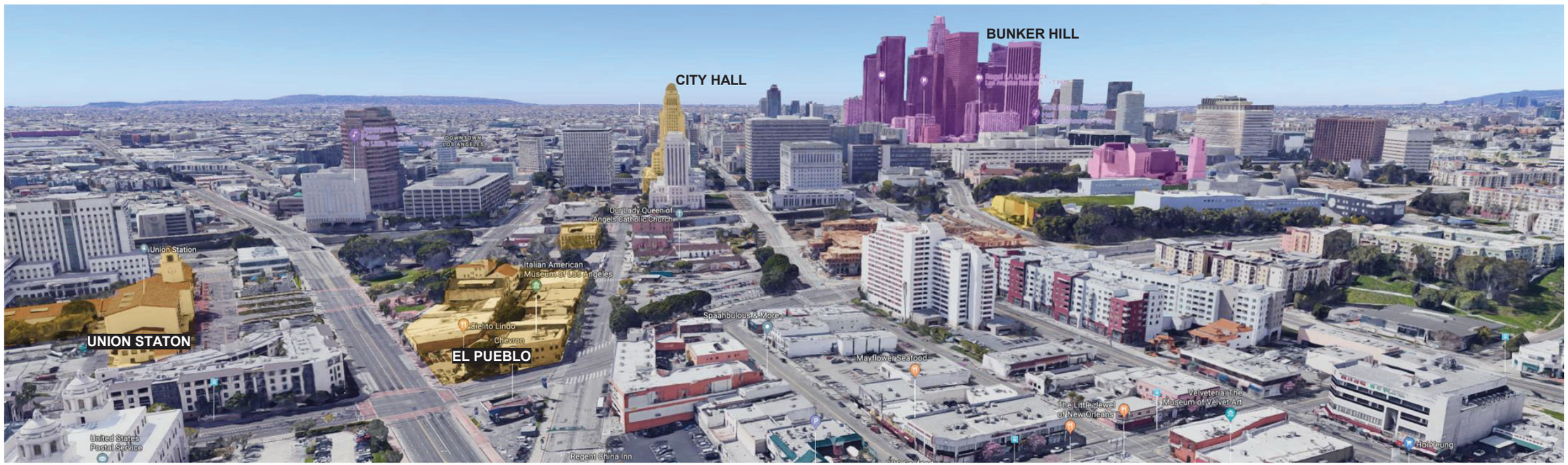


Source: chinatownla.com

LA ART


LOS ANGELES
AERIAL RAPID TRANSIT
LA ART
LA ART
LOS ANGELES
AERIAL RAPID TRANSIT
RETHINK GETTING THERE
BETTS
50
35
LA
Dodgers
Thank You
LA ART

El Pueblo and Union Station Context



LA ART

El Pueblo and Union Station Context


VIBRANT STREET LIFE


CULTURAL DIVERSITY


OLD MEETS NEW




HISTORIC STRUCTURES


WIDE STREETS





LA ART

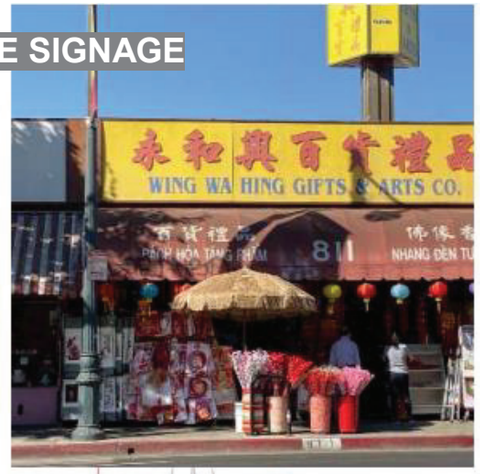
Chinatown and Access to the State Historic Park

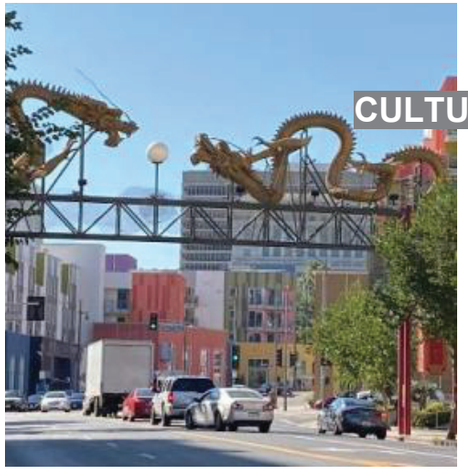


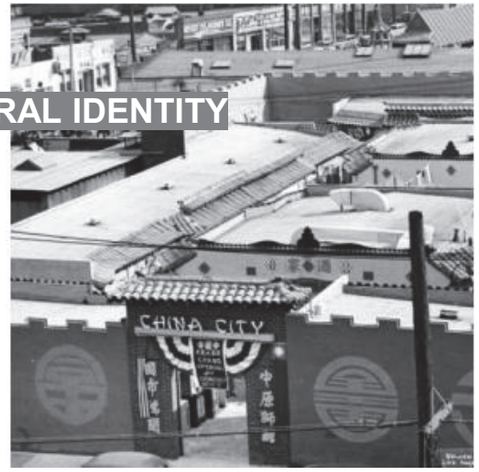
LA ART

Chinatown Context


DENSE SIGNAGE

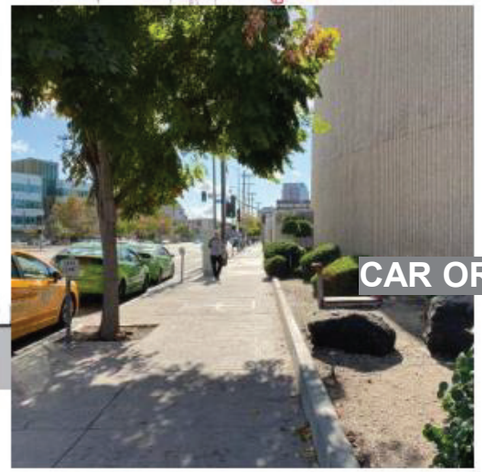


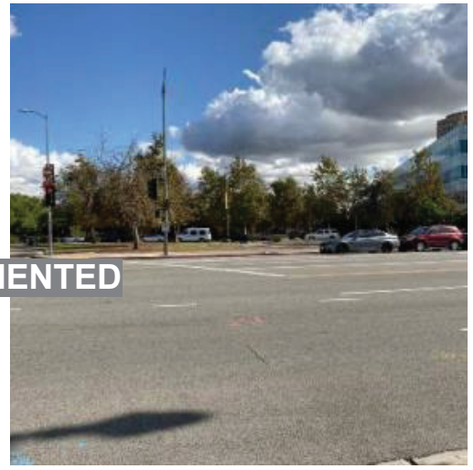

CULTURAL IDENTITY





CITY AT A MICRO SCALE


CAR ORIENTED





LA ART

LA State Historic Park Context

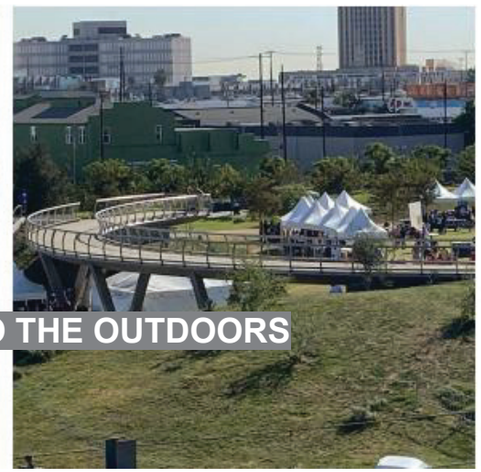
















LA ART

Dodger Stadium Context





LA ART

Dodger Stadium Context

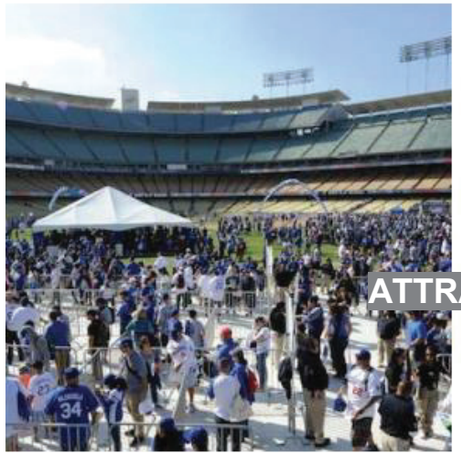

PRE-GAME



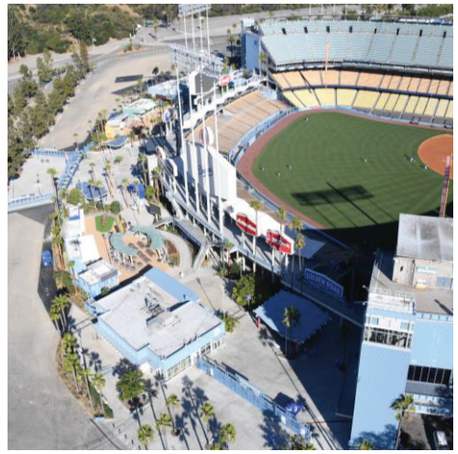


COMMUNITY


HISTORY


ATTRACTION







LA ART

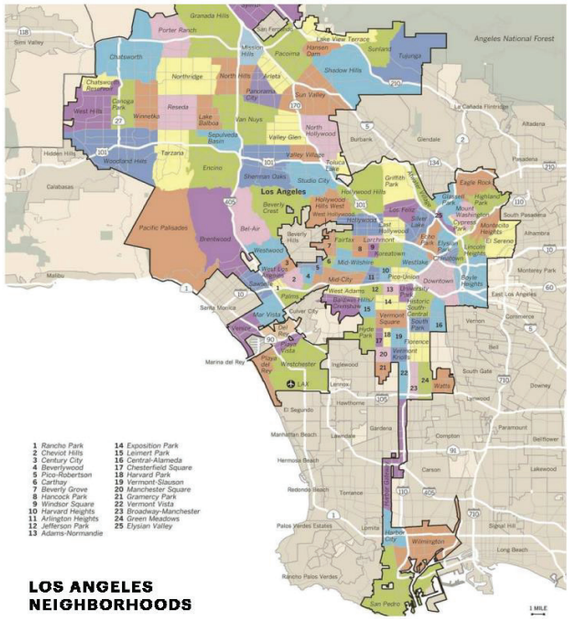
Inspiration



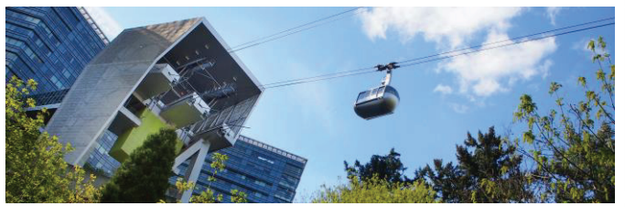






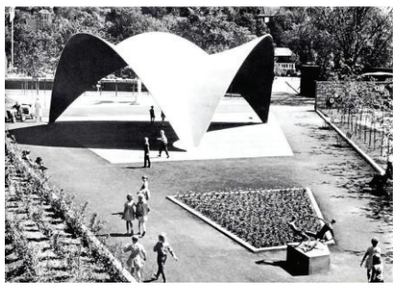


















LA ART

Inspiration: Bird in Flight







LA ART

Union Station Alameda Station



LA ART

Union Station Alameda Station



LA ART

Cabin Views



LA ART

Dodger Stadium Station



LA ART

Dodger Stadium Station



LA ART

Thank You



LA ART

Public Comment Opportunity

Jessica Sisco
AECOM

1 

Q&A: Use the Q&A feature to type a comment during the Public Comment Period. Or, raise your hand.

2 

Phone: dial *9 to raise your hand. We will call on you by the last four digits of your phone number. You will be asked to press *6 to unmute yourself once we call on you during the Public Comment Period.

PURPOSE OF THIS PUBLIC COMMENT OPPORTUNITY

- Allow the public an opportunity to provide official scoping comments
- Note: please limit your comments to **1 minute**
- Official scoping comments can also be provided via any of the following, by 11:59 pm on November 16, 2020:

VIRTUAL OPEN HOUSE

LAARTvirtualopenhouse.org

EMAIL

LAART@metro.net

MAIL

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

Wrap Up + Next Steps

Jessica Sisco
AECOM Facilitator

HOW TO COMMENT DURING SCOPING

Official scoping comments need to be submitted by 11:59 pm on November 16, 2020 via any of the following:

VIRTUAL OPEN HOUSE

LAARTvirtualopenhouse.org

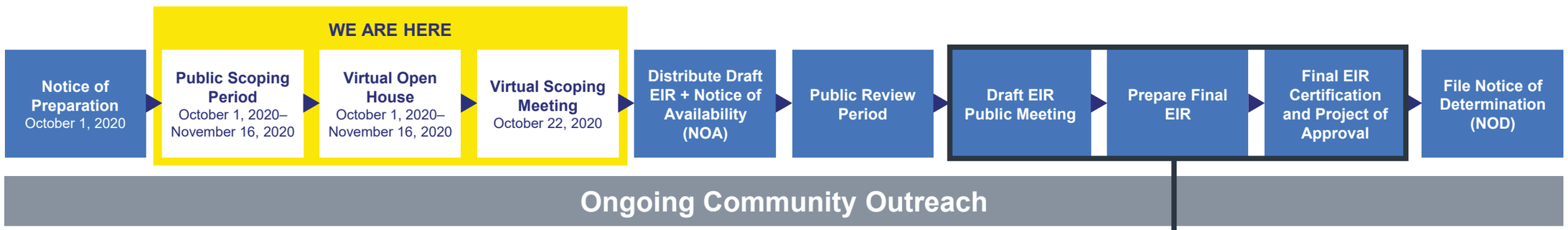
EMAIL

LAART@metro.net

MAIL

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

NEXT STEPS



What is the Purpose of the EIR?

The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required

MORE PROJECT INFORMATION



Community Information Hotline: (323) 521-4775



Website: www.LAArt.la



Email: hello@LAArt.la

As the Lead Agency for the CEQA process, Metro also has a webpage focused on the CEQA process: metro.net/aerialrapidtransit

THANK YOU!

洛杉磯空中快速交通項目

洛杉磯空中快速交通技術有限責任公司申報

網上工作範圍討論會議

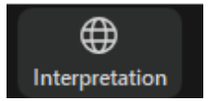
2020年10月22日
6-8pm

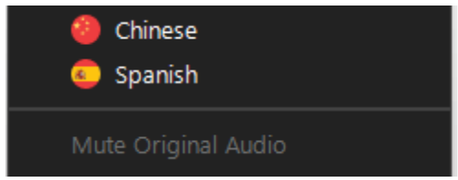


Welcome
Bienvenidos
歡迎

Jessica Sisco
AECOM Facilitator

LANGUAGE ACCOMMODATIONS 多語言





Click on the interpretation button.

Select Spanish or Chinese.

You are welcome to download a translated version of the Presentation at LAARTvirtualopenhouse.org

Español

Presiona el botón que dice “Interpretation”

Selecciona Español o Cantonés.

La versión traducida de esta presentación puede ser descargada en: LAARTvirtualopenhouse.org

中文

點擊翻譯鍵

選擇西班牙語或中文

歡迎您在 LAARTvirtualopenhouse.org 下載總結文稿的翻譯版本

會議議程

1. 會議目的
2. 如何參與網上會議
3. 概述
4. CEQA 流程
5. 項目介紹
6. 公共建議期

備注：本會議將全程錄製，並將發佈到網上開放日。

如需Zoom的幫助，請發送電子郵件至 Paola.Pena@aecom.com 或致電 619-610-7809

會議目的

Jessica Sisco
AECOM Facilitator

會議目的

備注：《加利福尼亞環境質量法案》也常以其縮寫“ CEQA”來指代，因此您會在會議期間聽到我們使用“ CEQA”。



總體介紹

CEQA流程+時間表



項目介紹



為公衆提供

提交建議的時間段

如何參與網上會議

Jessica Sisco
AECOM

1 

問答：在公眾建議收集時間段中，使用"問答"功能輸入建議。 或者，在綫上舉手提問。

2 

電話：如需舉手提問請按* 9。我們會以您電話號碼的後四位號碼請您發言。在您發言前，請按* 6取消靜音。

概述

Cory Zelmer
Metro

概述

- 洛杉磯空中快速交通項目由洛杉磯空中快速交通技術有限責任公司申
- Metro 依據《加州環境質量法》（CEQA）編寫環境影響報告（EIR）
- EIR將評估與項目建設和運營期間的潛在環境影響

概述

- 按照CEQA要求，我們目前正在接受與該項目相關的公衆建議
  - 本會議的主要目的是通知相關機構、組織和個人，Metro計劃準備EIR草案，並針對將要進行的環境分析收集建議

概述

- 我們目前正在收集公衆建議，主要關於工作範圍的界定，這也是CEQA流程中重要的一步
  - 工作範圍界定的目的是通知相關機構、組織和個人，Metro已計劃準備EIR草案，並徵求有關要進行的環境分析的建議

CEQA 流程

Fareeha Kibriya
AECOM

CEQA 流程



本次公衆建議收集期的主要目的包括：

1. 告知公衆，領導機構Metro正在根據《加州環境質量法案》（CEQA）評估本項目
2. 就環境分析的類型和範圍徵詢公衆建議

CEQA 流程



EIR的目的是什麼？

EIR草案的目的是評估該項目在實施過程中將帶來的潛在環境影響，並按需要提出緩解措施

CEQA 流程

所有由公共機構承擔、資助或需要獲得公共機構批准的項目都需要完成

通知公眾和決策者

陳述該建議項目對環境的潛在影響

提供討論環境問題的機會

兩個公眾建議收集期：項目研究範圍界定期和EIR草案公眾審查期

環境資源專題

EIR將分析CEQA附錄G中所有環境資源因素：

- 美學
- 農業和林業資源
- 空氣質量
- 生物資源
- 文化和歷史資源
- 能源
- 地質和土壤
- 溫室氣體排放
- 危害和危險材料
- 水文和水質
- 土地利用和規劃
- 礦物資源
- 噪音
- 人口與住房
- 公共服務
- 休閒
- 交通
- 部落文化資源
- 公用基建和服務系統
- 野火

項目介紹

Beth Gordie and Mark Rios
Los Angeles Aerial Rapid Transit Technologies LLC
洛杉磯空中快速交通技術有限責任公司

LOS ANGELES
AERIAL RAPID TRANSIT



LA ART

Draft Confidential and Restricted Disclosure Under Section 16 of the MOA

項目歷史 | 背景

- 2018年春季，洛杉磯空中快速交通技術公司向洛杉磯縣交通管理局(Metro)創新辦公室提交項目報告，通過空中快速纜車交通系統連接聯合總站（Union Station)和道奇體育場（Dodger Stadium)
- 2019年春季，Metro同意擔任CEQA工作的領導機構
- 2020年10月，Metro發布項目環境影響報告草案的準備通知（NOP），啓動EIR流程



LA ART

公交連通道奇體育場 | 清潔空氣，緩解擁堵

- 道奇體育場是該地區訪問量最大的場館之一
- 在比賽日，Dodger Express巴士服務已有效幫助超過200萬球迷通過公交形式抵達場館
- 提供永久性的公交連接，該系統比賽日容量可達10,000至12,000人次。空中快速交通系統可以在每次道奇比賽和場館活動前後，最高可減少機動車的出行量達3,000
- 該可持續的、零排放系統可以減少高速公路和附近街道的交通擁堵現象，並提高社區安全性，同時幫助清潔空氣和實現可持續發展目標
- 全年運營，為服務欠缺的社區及公園提供有效過境公交



LA ART

空中快速交通在城市中的應用

在城市快速交通的現代應用中，空中交通技術的發展已成為世界上最安全的交通系統之一，是城市快速交通的一種高效可行方式，多重系統確保了乘客和公衆的安全。



波特蘭，俄勒岡州



倫敦，英國



墨西哥城，墨西哥



昂坪，香港

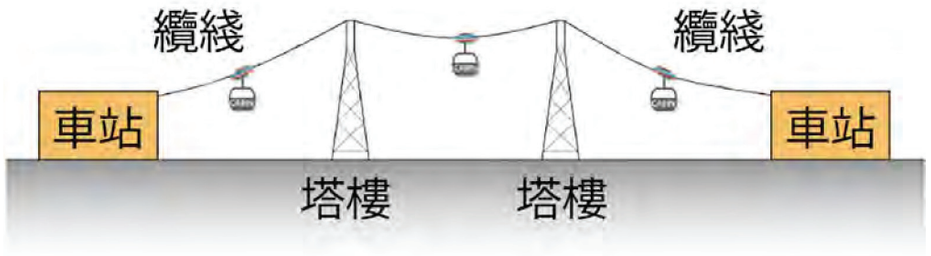


玻利維亞，拉巴斯

LA ART

纜車系統概述

洛杉磯空中快速交通（LA ART）系統包括乘客站，非乘客連接口和塔架，以及空中纜綫，可承載客艙，預計容納30至40名乘客



- 高載客量：“3S”系統的可拆卸機艙
  - “3S”系統包括三根纜綫：兩條用於穩定的“軌道繩”和第三條用於帶動車艙前進的“牽引繩”
  - 該系統安靜、安全、環保，每小時每方向可實現約5500人的交通量
- 車艙在接近乘客站時，逐漸減速，從不斷循環的牽引繩上脫離，進入車站后供旅客出入，然後重新連接上牽引繩，繼續前行
- 在車艙內，乘客可坐下或站立，車艙符合無障礙設計標準（ADA），並為嬰兒推車和自行車提供暫存空間



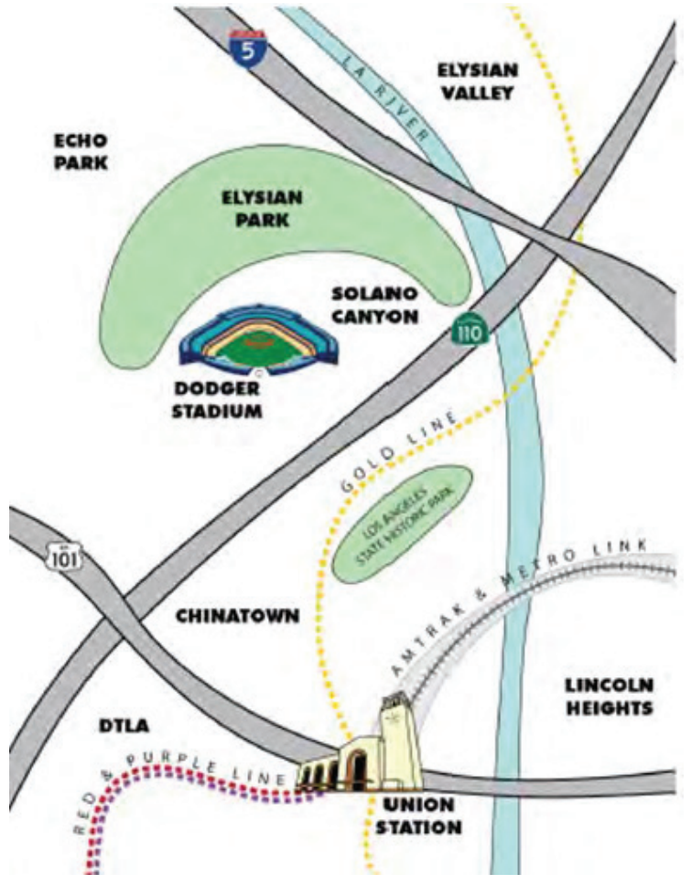
Koblenz, Germany

科布倫茨,德國

LA ART

連接聯合總站、公園/洛杉磯河和道奇體育場

- 該系統位於公共通行使用空間內
- 從聯合總站和埃爾普韋布洛（El Pueblo）社區出發，沿東北方向的阿拉斯達街（Alameda）前行，在洛杉磯國家歷史公園上空飛抵畢曉普路 (Bishops Road)，然後跨過SR-110抵達道奇體育場
- 車站選址在聯合總站和道奇體育場
- 連接作爲區域中心的聯合總站和周邊重要社區，包括El Pueblo社區，唐人街，米申交界處（Mission Junction），愛麗舍公園周邊(Elysian Park)和索拉諾峽谷（Solano Canyon)
- 在洛杉磯州立歷史公園旁設有中間站，有潛能擴大這些地區的公交服務
- 整個旅程約1英里，全程短暫而舒適，從聯合總站到道奇體育場僅需7分鐘



LA ART

連接聯合總站| 區域交通樞紐

- 洛杉磯空中快速交通系統（LA ART）爲我們提供了一個安全、高效和有特點的公交模式，直接連接到我們的區域交通樞紐 — 聯合總站。
- 該系統的特殊性將吸引更多的公交乘客，通過Metro公交系統抵達道奇體育場
- 目前，聯合總站每年接待3600萬人，每天服務約100,000人次
- 交通局（Metro）預測，到2040年，每年將達到7200萬人，每天約200,000 人次
- 方案中的聯合總站位於阿拉米達街（Alameda Street）的位置，與交通局目前提議的聯合總站廣場大道的修復項目融為一體，並提供與歷史悠久的埃爾普韋布洛（El Pueblo）連接。



LA ART

洛杉磯空中快速交通（LA ART）聯合總站阿拉米達車站（概念設計）



LA ART

LA ART 聯合總站阿拉米達車站
(概念設計，與聯合總站廣場乘客步行道連通)



LA ART

公交連接至公園、洛杉磯河和周邊社區

- LA ART為道奇體育場的賽事和各類活動提供服務，還將全年為社區、公園和遊客提供服務
- 與交通局的“公交到公園戰略計劃”相一致，LA ART將改善通往洛杉磯州立歷史公園、洛杉磯河和愛麗舍公園的公交連接
- 為了實現公共公平目標，LA ART有潛力連接埃爾普韋布洛（El Pueblo）社區，聯合總站，唐人街，米申交界處社區（包括William Mead Homes），大教堂高中和索拉諾峽谷
- 通過LA ART抵達聯合總站，可以增強區域連通性，並為這些社區提供綠色出行的選擇，清潔空氣



LA ART

有潛力帶來社區和環境效益

大容量、零排放、靜音運行

- LA ART使用環保零排放技術，每小時每方向可服務約5,500人
- 空中快速交通技術安靜，在城市環境中所產生的噪聲預計將低於背景城市噪聲水平

減少擁堵和溫室氣體排放，提高安全性和空氣質量

- 在每次道奇育場賽事前後，LA ART按照目前容量，預計可減少3,000輛機動車的出行，緩解交通擁堵並提高社區街道和SR-110高速公路的安全性
- 減少機動車出行量 （VMT）和汽車擁堵，可減少溫室氣體排放並改善空氣質量
- 減少排放量，使這些面臨經濟挑戰並受到污染影響的社區受益

LA ART的目標包括與交通局合作，為連通社區和公園尋找經濟可接受的票價

LA ART

百老匯/州立歷史公園人行天橋方案

Metro L 線（金綫）的道路紅綫（ROW）將國家歷史公園與北百老匯分開，並設有陡坡；LA ART可協助建造一座人行天橋，從而在國家歷史公園與唐人街、大教堂高中和索拉諾峽谷地區之間建立更多連接，該人行天橋將滿足無障礙行人和自行車通行的各項要求 （ADA)。



Source: LASHP Pedestrian Bridge Feasibility Stud 人行天橋可行性研究



*Source: LASHP Pedestrian Bridge Feasibility Study*人行天橋可行性研究



*Source: LASHP Pedestrian Bridge Feasibility Study*人行天橋可行性研究

LA ART

斯普林街方案（

在斯普林街方案中，靠近春季街和安街的交匯處，LA ART將在春季街上設置公園站，然後向西北飛跨洛杉磯州立歷史公園，經過畢曉普路和110號高速公路，抵達道奇體育場。

斯普林街方案將提供通往洛杉磯河、威廉·米德故居、洛杉磯州立歷史公園和周圍社區的一條新的公交通道

在此方案中，洛杉磯州立歷史公園可能獲得的公共利益包括：支持北百老匯的人行天橋，為現在無法從百老匯通行的步行者和自行車提供出入口；同時支持其他公園設施的提升（例如植樹綠化等）。



LA ART

百老匯街方案

百老匯街方案將飛跨洛杉磯國家歷史公園，沿地鐵L線（金綫）的紅綫範圍繼續向西北行駛，並計劃在北百老匯街與畢曉普斯路的交匯處設立中間站點。該路綫繼續飛跨畢曉普斯路和110號高速公路 抵達道奇體育場。

該方案所帶來的公共利益包括在洛杉磯國家歷史公園處，北百老匯和洛杉磯國家歷史公園之間建設一座新的人行天橋，為行人和自行車使用者提供便利，連通百老匯大街。



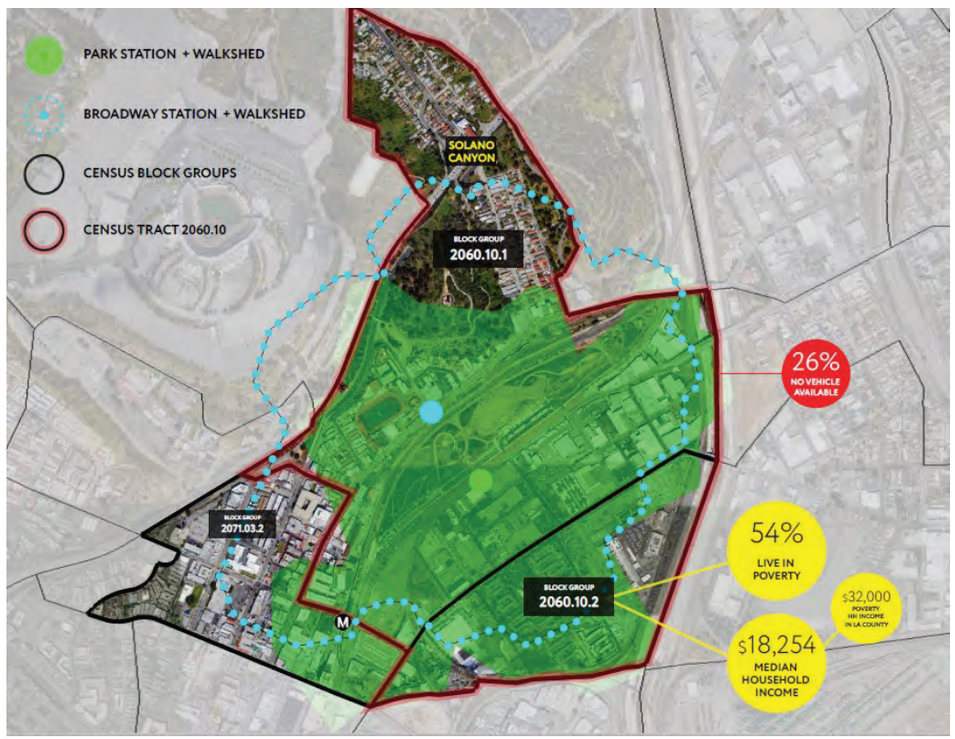
LA ART

為目前承受污染負擔的社區提供幫助

兩個方案都將改善現有的唐人街地鐵站所提供的交通服務。斯普林街方案覆蓋更多區域，增進與洛杉磯河的連通。

可以為聯合總站和道奇體育場之間的區域提供排放效益和更多的出入通道，其中包括處於由CalEnviroScreen 3.0所界定的貧困環境社區。據分析，加州98%貧困環境社區承受著環境污染的負擔。





LA ART

車艙中的景色 | 從空中抵達

LA ART供乘客從高空一覽洛杉磯的城市天際綫和標誌性道奇體育場，景致獨特，增強體驗





LA ART

LA ART道奇體育場站（概念設計）



LA ART

交通局（Metro）社區外展計劃

- 項目環境影響報告草案的準備通知（NOP）于10月1日已發出，依照LA ART的市社區外展計劃，社區宣傳進一步推進。
- LA ART已啟動與沿線主要相關機構的早期溝通
- 交通局已安排工作人員與LA ART合作，制定了社區外展計劃，以便在環境審查過程中擴大公衆參與度並擴大覆蓋範圍
- 在NOP範圍界定期間內，“網上開放日”將在線上提供有關該項目的具體信息以及參與方式
- 交通局發出NOP郵件，LA ART將信息郵寄給系統沿綫的社區成員和其他相關者，包括信息網站地址等，並提供英語、粵語、西班牙語和其他語言的翻譯版本

LA ART

與當地社區和項目相關者的合作

- LA ART項目目標包括交通改善，環境效益，並為周邊社區帶來潛在經濟利益
- LA ART會增強重要地點的公交連通，包括洛杉磯州立歷史公園，洛杉磯河和愛麗舍公園，并將連接埃爾普韋布洛（El Pueblo）社區，聯合總站，唐人街，米申交界處社區（包括William Mead Homes），大教堂高中和索拉諾峽谷
- LA ART目前正尋求與埃爾普韋布洛（El Pueblo）社區和唐人街社區的合作，以促進參觀和旅遊業發展
- 起始站位於聯合站總站和埃爾普韋布洛（El Pueblo），也是洛杉磯的最初發源地，LA ART可以為遊客提供難忘的纜車之旅，及伴隨著天使之城歷史的介紹講解
- LARTT期待與項目相關者和公衆進行下一階段的討論



Source: www.elpueblo.lacity.org/about-us



Source: chinatownla.com

LA ART


洛杉磯空中快速交通
LOS ANGELES
AERIAL RAPID TRANSIT
LA ART
LA ART
BETTS
50
Dodgers
暢想全新方式抵達
謝謝
LA ART

埃爾普韋布洛社區和聯合總站周邊



LA ART

埃爾普韋布洛社區和聯合總站周邊


充滿活力的街道生活


多元文化


新舊交融




歷史性建築


寬街





LA ART

唐人街到加州歷史公園



LA ART

唐人街周邊


密集標誌



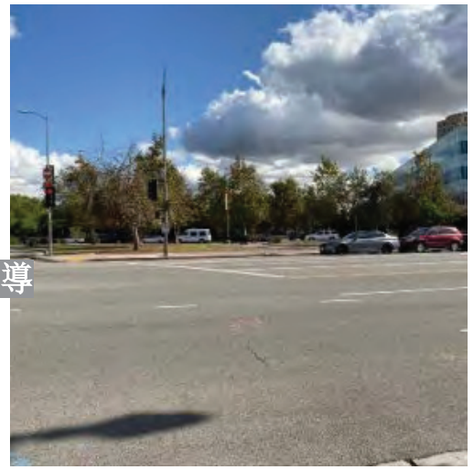

文化個性





微城市


機動車主導





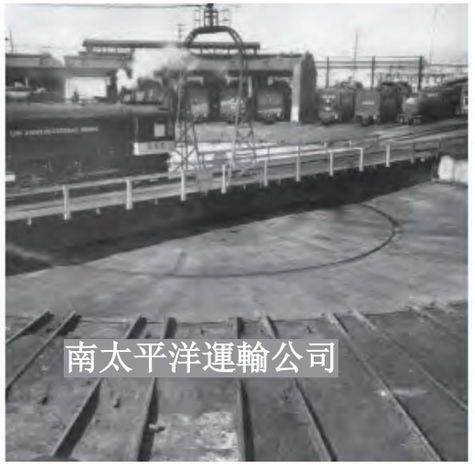
LA ART

洛杉磯州立歷史公園

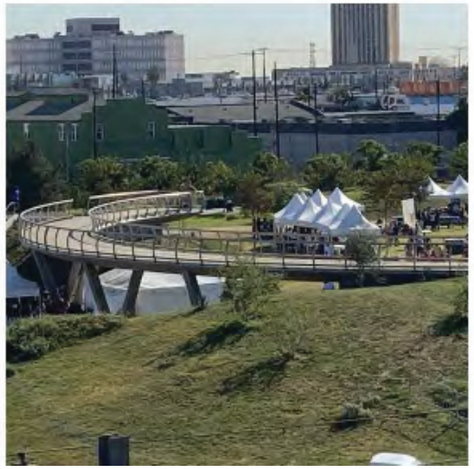
















LA ART

道奇體育場周邊





LA ART

道奇體育場周邊

















LA ART

靈感









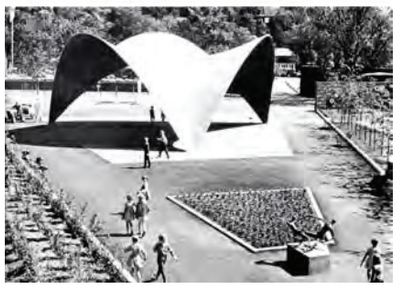


















LA ART

靈感：翱翔之鳥







LA ART

聯合總站阿拉米達車站



LA ART

聯合總站阿拉米達車站



LA ART

客艙風貌



道奇體育場



LA ART

道奇體育場


LA ART
LA ART
LOS ANGELES
AERIAL RAPID TRANSIT
BETTS
50
BELLINGER
35
LA
Dodgers

LA ART

謝謝



LA ART

公共建議期

Jessica Sisco
AECOM

1 

問答：使用“問答”功能輸入建議。

2 

電話：如需舉手提問請按* 9。我們會以您電話號碼的後四位號碼請您發言。在您發言前，請按* 6取消靜音。

本次公衆建議期的主要目的

- 讓公衆針對工作範圍提出正式的建議
- 我們在聽 – 所有書面和口頭建議都將在爲下一步EIR草案的編寫過程中予以參考
- 具體工作範圍建議可通過以下途徑提交，截止時間為2020年11月16日11：59 PM

網上開放日

LAARTvirtualopenhouse.org

電子郵件

LAART@metro.net

普通郵件

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

總結 + 後續步驟

Jessica Sisco
AECOM Facilitator

如何在工作範圍界定期提交建議

正式範圍界定建議可通過以下任何一種方式提交：

網上開放日

LAARTvirtualopenhouse.org

電子郵件

LAART@metro.net

普通郵件

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

後續步驟



EIR的目的是什麼？

EIR草案的目的是評估該項目在實施過程中將帶來的潛在環境影響，並按需要提出緩解措施

更多項目信息



社區信息熱線：
（323）521-4775



網站: www.LAArt.la



電子郵件:
hello@LAArt.la/

作為CEQA流程的領導機構，Metro已建立一個專門介紹該項目CEQA流程的網頁：https://www.metro.net/projects/aerial-rapid-transit/

謝謝！

PROYECTO DE TRANSPORTE AÉREO RÁPIDO DE LOS ÁNGELES

Un Proyecto Propuesto por Los Angeles Aerial Rapid Transit Technologies LLC

REUNIÓN VIRTUAL DE CONSULTA PÚBLICA

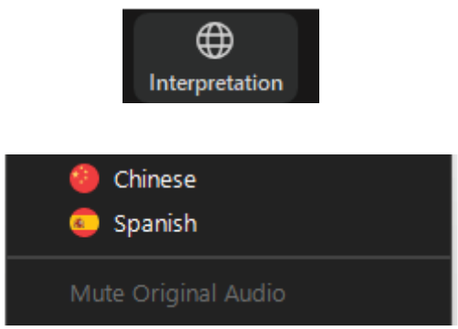
Octubre 22, 2020
6-8pm



Welcome
Bienvenidos
歡迎

Jessica Sisco
Moderador AECOM

ASSISTENCIA EN OTROS IDIOMAS



Click on the interpretation button.

Select Spanish or Chinese.

You are welcome to download a translated version of the Presentation at LAARTvirtualopenhouse.org

Español

Presiona el botón que dice “Interpretation”

Selecciona Español o Cantonés.

La versión traducida de esta presentación puede ser descargada en: LAARTvirtualopenhouse.org

中文

點擊翻譯鍵

選擇西班牙語或中文

歡迎您在 LAARTvirtualopenhouse.org 下載總結文稿的翻譯版本

AGENDA

1. Propósito de la Reunión
2. Como Participar en esta Reunión Virtual
3. Descripción General
4. Proceso CEQA
5. Introducción al Proyecto
6. Periodo de Consulta Pública

Aviso: Esta reunión esta siendo grabada y se publicará en la Jornada Virtual de Puertas Abiertas

Para ayuda con Zoom: favor de mandar un correo a Paola.Pena@aecom.com o llamar al 619-610-7809

Propósito de la Reunión

Jessica Sisco
Moderador AECOM

PROPÓSITO DE LA REUNIÓN

Aviso: La **Ley de Calidad Ambiental de California** es regularmente referida como CEQA por sus siglas en inglés, por lo que CEQA será usado durante toda la reunión



PROPORCIONAR UNA DESCRIPCIÓN GENERAL DEL PROCESO CEQA + CRONOLOGÍA



INTRODUCCIÓN AL PROYECTO



PROVEER UN PERIODO DE CONSULTA PÚBLICA

Como participar en esta Reunión Virtual

Jessica Sisco
AECOM

1 

Q&A: Usen la herramienta Q&A (preguntas y respuestas) para compartir sus comentarios durante el Periodo de Consulta Pública, o levanten la mano

2 

Teléfono: Marquen *9 para levantar la mano. Los identificaremos por los últimos 4 dígitos de su número de teléfono. Se les pedirá que marquen *6 para activar la voz una vez que se les indique durante el Periodo de Consulta Pública.

Descripción General

Cory Zelmer
Metro

DESCRIPCIÓN GENERAL

- El Proyecto de Transporte Aéreo Rápido de Los Ángeles es propuesto por Los Angeles Aerial Rapid Transit Technologies LLC
- Metro es la agencia líder en la preparación de un Reporte de Impacto Ambiental (EIR) bajo la Ley de Calidad Ambiental de California (CEQA)
- El EIR evaluará los potenciales efectos ambientales asociados con la construcción y operación del proyecto

DESCRIPCIÓN GENERAL

- Como agencia líder, Metro tiene la responsabilidad de asegurarse que:
  - El EIR evalúe adecuadamente los potenciales impactos del proyecto
  - Las medidas de mitigación propuestas sean adecuadas
  - El proceso CEQA se haya cumplido a través de avisos públicos, extensión comunitaria, y distribución de documentos.

DESCRIPCIÓN GENERAL

- Actualmente estamos aceptando comentarios de consulta pública bajo CEQA
  - El propósito de la consulta es el de notificar agencias, organizaciones e individuos que METRO planea preparar un borrador del EIR y para solicitar comentarios sobre el análisis ambiental que se llevará a cabo

Proceso CEQA

Fareeha Kibriya
AECOM

PROCESO CEQA



El **propósito** del **periodo de consulta pública** es el de:

1. Informar al público que la agencia líder, Metro, está evaluando un proyecto bajo la Ley de Calidad Ambiental de California (CEQA); y
2. Solicitar comentarios públicos sobre el tipo y alcance de los análisis ambientales a llevarse a cabo

PROCESO CEQA



¿Cuál es el propósito del EIR?

El propósito del borrador del EIR es el de evaluar el potencial de los impactos ambientales asociados con la implementación del Proyecto propuesto, y proporcionar medidas de mitigación donde sea necesario.

PROCESO CEQA

Requerido por todos los proyectos llevados a cabo, financiados, o que requieran aprobación de una agencia pública.

Informa al público y a las personas que toman las decisiones

Divulga los potenciales impactos ambientales resultado del Proyecto propuesto

Ofrece la oportunidad de opinar sobre cuestiones ambientales

Dos periodos de comentarios públicos: Periodo de Consulta Pública y Revisión del Borrador del EIR

TEMAS DE RECURSOS AMBIENTALES

Todos los Temas de Recursos Ambientales bajo los lineamientos del Apéndice G de CEQA se abordarán en el EIR:

- Estética visual
- Recursos de agricultura y silvicultura
- Calidad de aire
- Recursos biológicos
- Recursos culturales e históricos
- Energía
- Geología y suelos
- Emisiones de gases de efecto invernadero
- Riesgos y materiales peligrosos
- Hidrología y calidad de agua
- Uso de suelo y planeación
- Recursos minerales
- Ruido
- Población y vivienda
- Servicios públicos
- Recreación
- Transporte
- Recursos culturales tribales
- Sistemas de utilidades y servicios
- Incendios

Introducción al Proyecto

Beth Gordie y Mark Rios
Los Angeles Aerial Rapid Transit Technologies LLC


LOS ANGELES
AERIAL RAPID TRANSIT
LA ART

Historia del Proyecto | Antecedentes

- **Primavera 2018** Aerial Rapid Transit Technologies (ARTT) inició la propuesta a las Oficinas de Innovación Extraordinaria del Metro para un sistema de transporte rápido en góndola aérea para conectar Union Station y el Dodger Stadium
- **Primavera 2019** Metro accedió a fungir como agencia líder bajo CEQA
- **Octubre 1, 2020** Metro publicó el Aviso de Preparación, iniciando el proceso EIR



LA ART

Transporte al Dodger Stadium | Aire Más Limpio, Menos Tráfico

- Dodger Stadium es uno de los recintos más visitados de la región.
- El exitoso servicio de camión Dodger Express ha ayudado a más de 2 millones de aficionados en su tránsito durante días de juego.
- Con un sistema de transporte permanente con capacidad de 10,000 a 12,000 aficionados en día de juego, LA ART podría reemplazar hasta 3,000 viajes de ida y regreso a los juegos de los Dodgers o a eventos en el estadio.
- Este proyecto sustentable y de cero-emisión podría reducir la congestión en freeways y calles locales, y mejoraría las seguridad de la comunidad, apoyando a las metas de aire limpio y sustentabilidad.
- Oportunidad de operación durante todo el año para incrementar el acceso a comunidades necesitadas y a parques.



LA ART

Aplicaciones Urbanas del Transporte Aéreo Rápido

Las aplicaciones modernas de transporte urbano rápido han visto la evolución de la tecnología de transito aéreo como un modo viable de transporte urbano rápido que representa uno de los sistemas de transporte más seguros en el mundo, ya que funciona con sistemas redundantes que garantizan la seguridad del usuario y del público en general.



Portland, Oregon



Londres, Inglaterra



Ciudad de México, México



Ngong Ping, Hong Kong

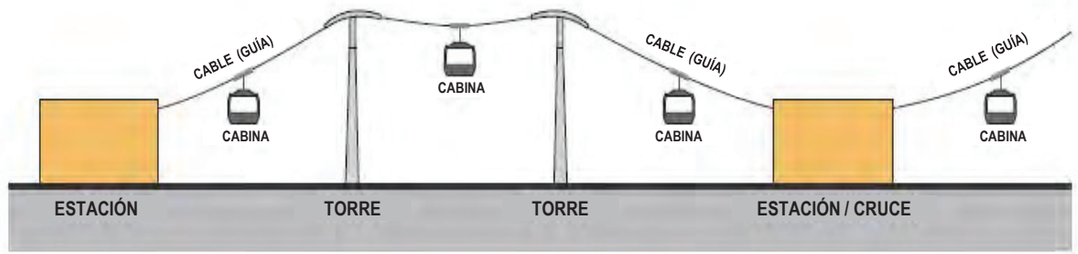


La Paz, Bolivia

LA ART

Descripción del Sistema de Góndola

El sistema LA ART propone estaciones de pasajeros, una intersección sin pasajeros, y torres de soporte para cables aéreos que cargarían a las cabinas con capacidad para 30-40 pasajeros.



- Alta capacidad de pasajeros: cabinas desmontables con sistema “3S”
  - El sistema “3S” incluye 3 cables: dos “cables de recorrido” para estabilidad y un “cable de arrastre” para la circulación de las cabinas.
  - Capacidad para mover aproximadamente 5,500 personas por hora en cada dirección, con un sistema silencioso, seguro y ambientalmente responsable.
- Las cabinas se desmontan del cable continuo de arrastre y desaceleran al entrar a la estación para permitir la entrada y salida de pasajeros, para después ser montadas de nuevo al cable de arrastre.
- Las cabinas permitirán a los usuarios estar sentados o parados, son completamente accesibles para personas con discapacidad, y tendrán espacio para carriolas y bicicletas.

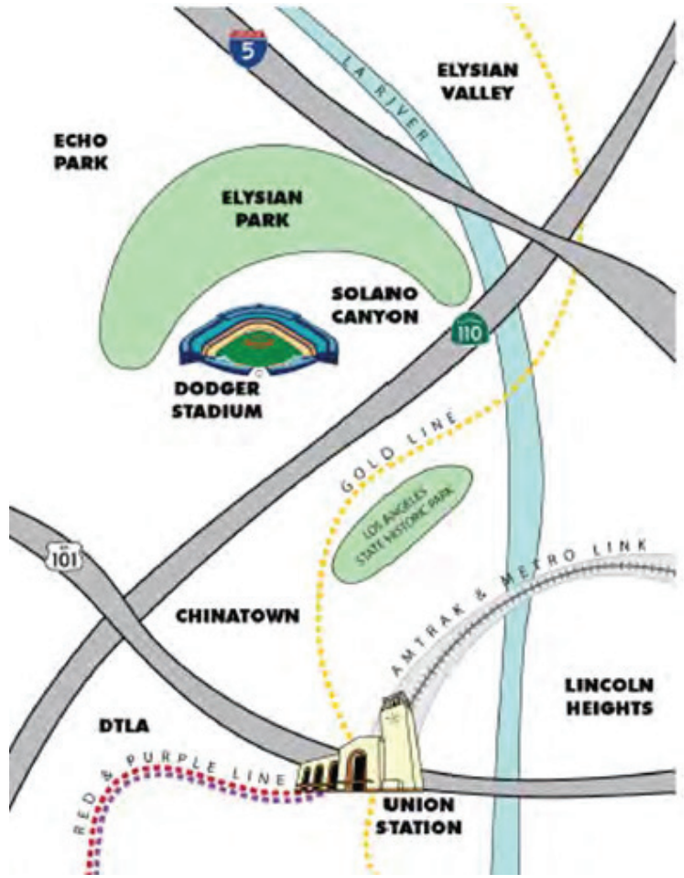


Koblenz, Alemania

LA ART

Conectando Union Station, Parks/LA River, y Dodger Stadium

- En general, ruta localizada dentro de la vía pública.
- Inicia junto al Union Station y El Pueblo, de ahí sigue a la Alameda Street con dirección noreste, pasando sobre Los Angeles State Historic Park hacia Bishops Road y sobre la SR-110 hacia el Dodger Stadium.
- La estaciones están planeadas para Union Station y el Dodger Stadium
- Conecta las comunidades de El Pueblo, Chinatown, Mission Junction, Elysian Park, y Solano Canyon con Union Station, la central regional de tránsito.
- Potencial para expandir el servicio de tránsito a éstas áreas con una estación intermedia en Los Angeles State Historic Park.
- El recorrido de aproximadamente una milla será corto y entretenido, con un tiempo de viaje desde Union Station al Dodger Stadium de alrededor de siete minutos.



LA ART

Conectando Union Station | Centro Regional de Movilidad

- LA ART provee una alternativa segura, eficiente y divertida para no manejar gracias a que se conecta directamente a la central regional de movilidad en Union Station.
- Atrae nuevos usuarios al sistema Metro a través de una experiencia única que conecta al Dodger Stadium.
- Union Station actualmente recibe 36 millones de personas por año y 100,000 pasajeros diarios.
- Metro proyecta que en el 2040, serán 72 millones de pasajeros anuales y 200,000 pasajeros diarios.
- La ubicación propuesta en Union Station sobre Alameda Street se integra con el patio abierto y las mejoras a la explanada propuestas por Metro, y provee conexión hacia el área histórica de El Pueblo.



LA ART

LA ART Union Station Alameda Station (Diseño Conceptual)



LA ART

LA ART Union Station Alameda Station

(Diseño Conceptual Visto desde el Patio Abierto Accesible a Pasajeros Propuesto por Metro)



LA ART

Conexiones de Transporte para el Parque, Río LA, y Comunidades

- Sirviendo durante juegos de local y eventos en el Dodger Stadium, LA ART puede también operar diariamente para la comunidad, visitantes del parque, y turistas.
- Consistente con el Plan Estratégico de Transito a Parques del Metro, LA ART tiene el potencial de mejorar el acceso al Los Angeles State Historic Park, río Los Angeles, y Elysian Park.
- Para fomentar las metas públicas de igualdad, LA ART tiene el potencial de conectar a El Pueblo, Union Station, Chinatown, el área de Mission Junction (incluyendo William Mead Homes), Cathedral High School, y Solano Canyon.
- Dando acceso a Union Station vía LA ART se puede incrementar la conectividad regional y el acceso a aire más limpio para éstas comunidades.



LA ART

Beneficios Potenciales para la Comunidad y el Medio Ambiente

Operación Silenciosa de Alta Capacidad con Cero-Emisión.

- LA ART ofrece la capacidad de mover aproximadamente 5,500 personas por hora en cada dirección usando tecnología ambientalmente responsable y de cero-emisión.
- La tecnología de transporte aéreo rápido es silenciosa, y se espera que el ruido de operación sea menor a los niveles de ruido ambiental en zonas urbanas.

Reduce Congestión y Emisiones GHG, Mejorando Seguridad y Calidad de Aire

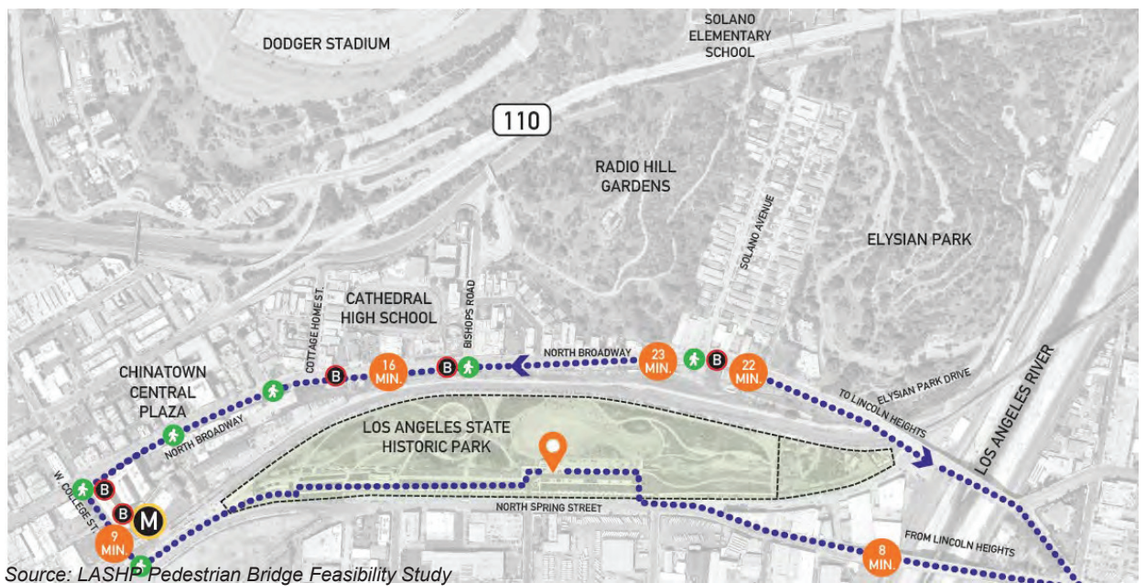
- La capacidad del LA ART podría evitar el uso de 3,000 carros antes y después de cada juego de los Dodgers o eventos en el Dodger Stadium para aliviar congestión y mejorar la seguridad en las calles vecinas y el freeway SR-110.
- Reducciones de VMT y de congestión vehicular provocan una reducción de emisiones GHG y una mejora en calidad del aire.
- La reducción de emisiones beneficia comunidades con desafíos económicos y agobiadas por contaminación.

Las metas del LA ART incluyen el trabajar con Metro para identificar oportunidades de tarifas asequibles y accesibles para la comunidad y para el accesos al parque.

LA ART

Puente Peatonal Potencial Broadway-State Historic Park

Combinada con un pendiente pronunciada, el área de Derecho de Paso de la Línea L (dorada) del Metro separa al State Historic Park del North Broadway; LA ART propone asistir con un puente peatonal con acceso para personas con discapacidad y ciclistas que cruza sobre la línea dorada, creando así mas conexiones entre el State Historic Park y áreas de Chinatown, Cathedral High School, y Solano Canyon.



Source: LASHP Pedestrian Bridge Feasibility Study


Fuente: Estudio de Viabilidad para el Puente Peatonal LASHP


Fuente: Estudio de Viabilidad para el Puente Peatonal LASHP

LA ART

Alternativa Spring Street

En la Alternativa Spring Street, cerca de la intersección de Spring Street y Ann Street, el LA ART podría incluir una estación en el parque sobre Spring Street y pasaría sobre Los Angeles State Historic Park con dirección noroeste, para después pasar sobre Bishops Road y el Freeway 110 hacia el Dodger Stadium.

La Alternativa Spring Street podría proveer un nuevo acceso a transporte hacia el Río Los Angeles, William Mead Homes, además de Los Angeles State Historic Park y zonas aledañas.

Los potenciales beneficios públicos para Los Angeles State Historic Park bajo ésta alternativa incluyen el apoyo para el puente peatonal en North Broadway que permite acceso a peatones y bicicletas que no tienen acceso actualmente desde Broadway, y el potencial apoyo para otros servicios del parque como el plantado de árboles.



LA ART

Alternativa Broadway

La Alternativa Broadway pasaría sobre Los Angeles State Historic Park cerca del área de Derecho de Paso de la Línea L (dorada) del Metro y continuaría hacía el noroeste, con un estación potencial localizada en la intersección de North Broadway y Bishops Road, para después pasar sobre Bishops Road y el Freeway 110 hacia el Dodger Stadium.

Los beneficios públicos considerados para el Los Angeles State Historic Park incluyen el apoyo para el puente peatonal entre North Broadway y Los Angeles State Historic Park, que permite acceso a peatones y bicicletas que no tienen acceso actualmente desde Broadway



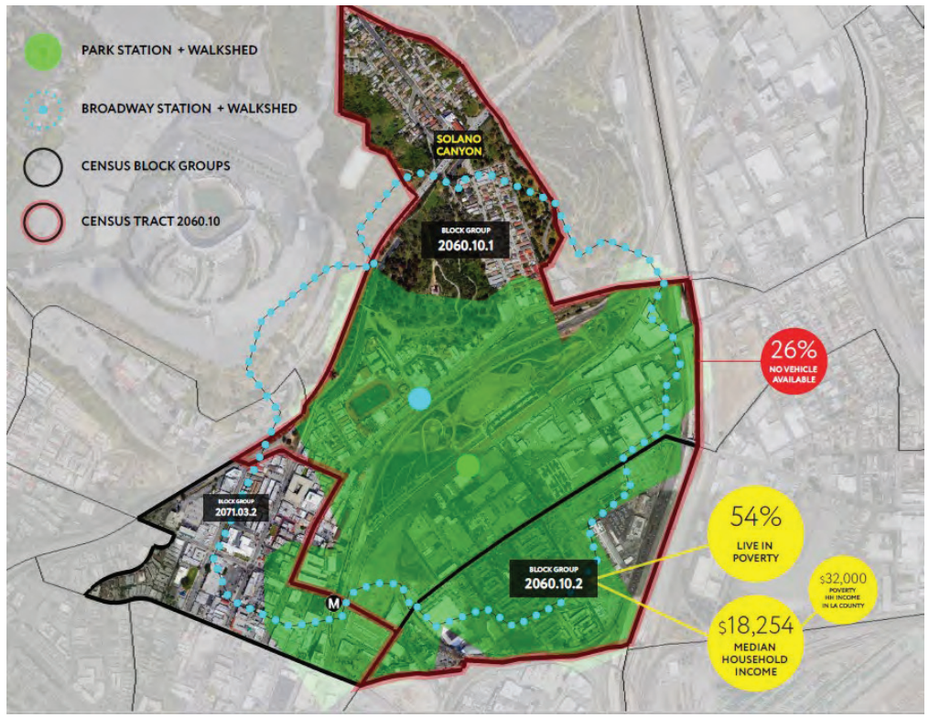
LA ART

Beneficia a la Comunidad Agobiada por Contaminación

Las dos alternativas de estación incrementan el acceso a transporte por encima de lo que actualmente puede proveer la estación Metro en Chinatown; La Alternativa Spring Street incluye áreas adicionales y más acceso al río.

Beneficios de emisión y de aumento en acceso pueden ser proporcionados por el área entre Union Station y Dodger Stadium, que incluye comunidades necesitadas identificadas por CalEnviroScreen 3.0 como parte del 98% superior de las comunidades de California agobiadas por contaminación.





LA ART

Vistas desde la Góndola | Llega por aire

El LA ART mejora la experiencia de transporte al usuario al proveer vistas panorámicas únicas de Los Ángeles y el icónico Dodger Stadium.





LA ART

Estación del LA ART en el Dodger Stadium (Diseño Conceptual)



LA ART

Plan de Alcance Comunitario del Metro

- Con la publicación del Aviso de Preparación (NOP) en octubre 1, el alcance comunitario expandido, consistente con el Plan de Alcance Comunitario para el LA ART, ha comenzado
- LA ART ha iniciado un alcance comunitario temprano para personas interesadas alrededor de la ruta
- Personal del Metro trabajó con LA ART para desarrollar el Plan de Alcance Comunitario para promover participación y expandir el alcance comunitario durante el proceso de revisión ambiental
- Una Jornada Virtual de Puertas Abiertas se lleva a cabo en línea durante el periodo de consulta pública del NOP en donde se proporciona información acerca del proyecto LA ART propuesto y como involucrarse
- En conjunción con el envío de información acerca del NOP por parte del Metro, LA ART envió información por correo a los miembros de la comunidad alrededor de la ruta y demás gente interesada, incluyendo un enlace al sitio web con información y traducciones disponibles en inglés, cantonés, español y otros idiomas

LA ART

Colaboración con Comunidades Locales y Partes Interesadas

- Las metas del LA ART incluyen mejoras de tránsito, beneficios ambientales, y potenciales beneficios económicos para las comunidades cercanas
- El LA ART tiene el potencial de mejorar el acceso a transporte hacia Los Angeles State Historic Park, el río Los Angeles, y Elysian Park, además de conectar a El Pueblo, Union Station, Chinatown, el área de Mission Junction (incluyendo William Mead Homes), Cathedral High School, y Solano Canyon
- El LA ART busca colaborar con las comunidades de El Pueblo y Chinatown para promover las visitas y el turismo
- Al iniciar la experiencia LA ART cruzando Union Station y El Pueblo, la cuna de Los Ángeles, el LA ART puede ofrecer a los turistas una increíble introducción a la Ciudad de Ángeles, junto con un paseo en góndola narrado, donde se discuten las partes más relevantes de la historia de la Ciudad.
- ARTT desea tener discusiones regularmente con las partes interesadas



Fuente: www.elpueblo.lacity.org/about-us

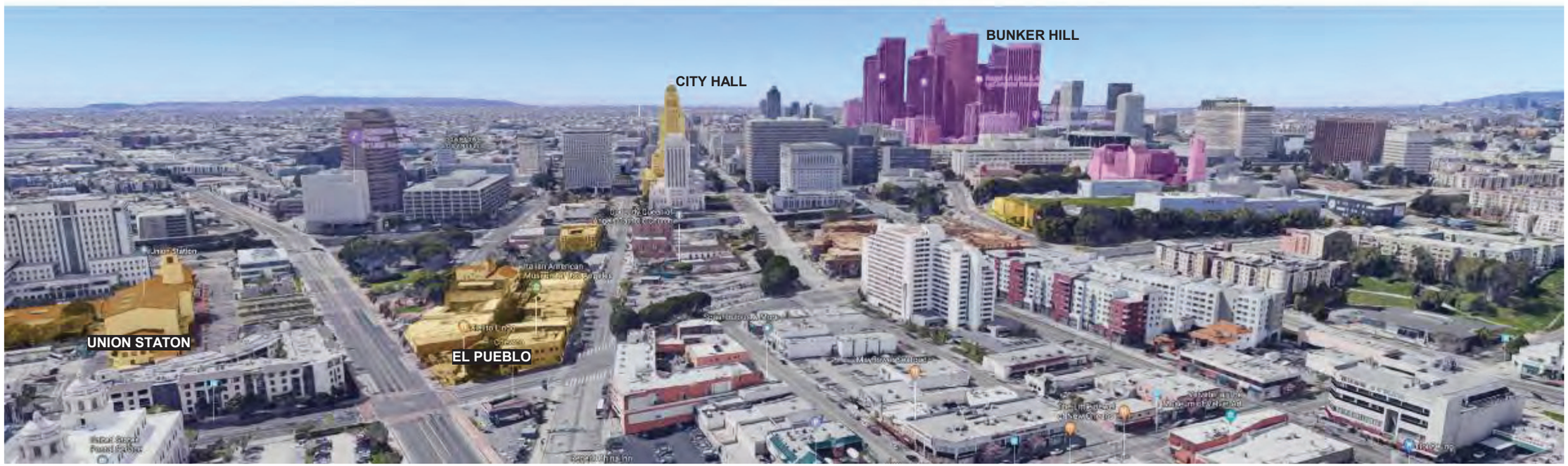


Fuente: chinatownla.com

LA ART


LOS ANGELES
AERIAL RAPID TRANSIT
RECONSIDERA COMO LLEGAR
LA ART
LOS ANGELES
AERIAL RAPID TRANSIT
LA ART
LA ART
BETTS
50
35
LA
Dodgers
LA ART

Contexto de El Pueblo y Union Station



LA ART

Contexto de El Pueblo y Union Station



CALLES VIBRANTES



DIVERSIDAD CULTURAL



LO VIEJO CONECTADO CON LO NUEVO





ESTRUCTURAS HISTÓRICAS



CALLES AMPLIAS





LA ART

Chinatown y el Acceso al State Historic Park

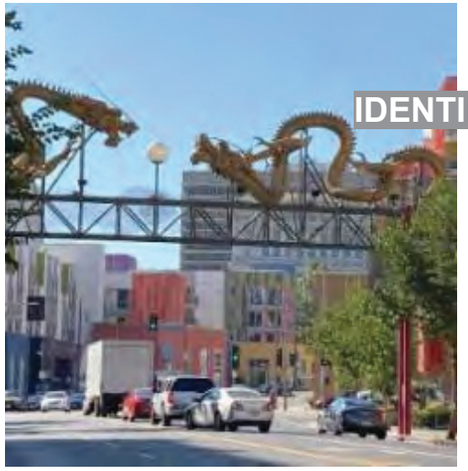


LA ART

Contexto de Chinatown


ALTA DENSIDAD DE ANUNCIOS

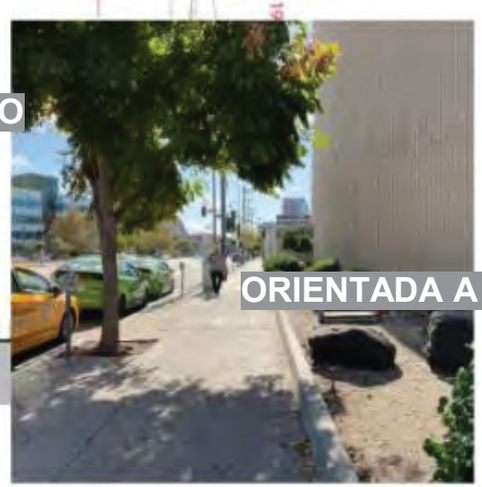


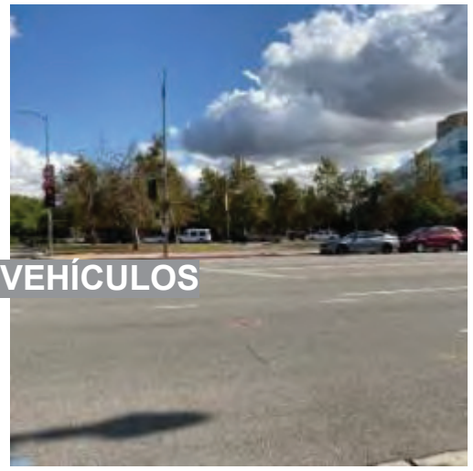

IDENTIDAD CULTURAL





CIUDAD A ESCALA MICRO


ORIENTADA A VEHÍCULOS

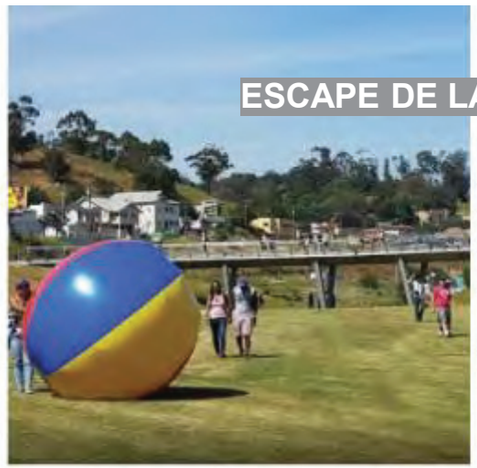


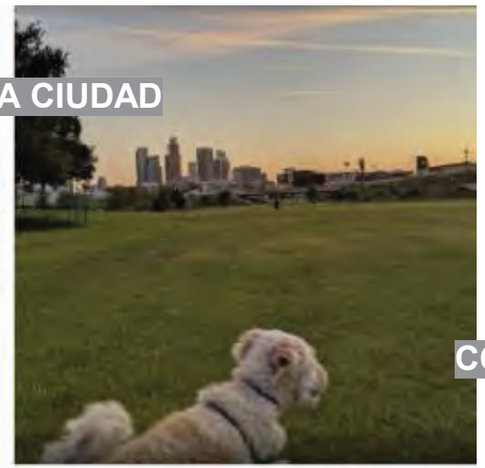


LA ART

Contexto del LA State Historic Park

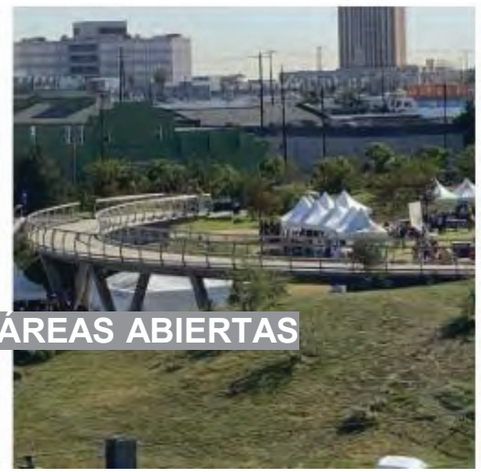

CONCIERTOS AL AIRE LIBRE


ESCAPE DE LA CIUDAD




COMPAÑIA DE TRANSPORTE SOUTHERN PACIFIC


CONEXIÓN CON ÁREAS ABIERTAS







LA ART

Contexto del Dodger Stadium





LA ART

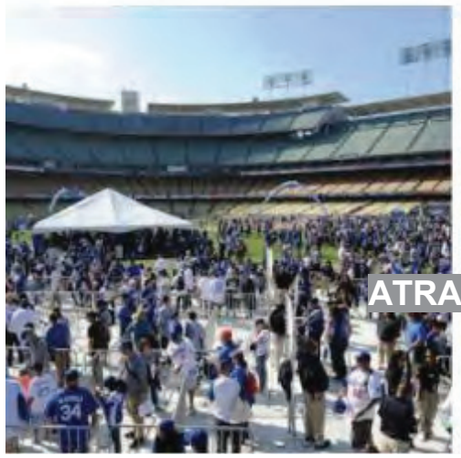
Contexto del Dodger Stadium















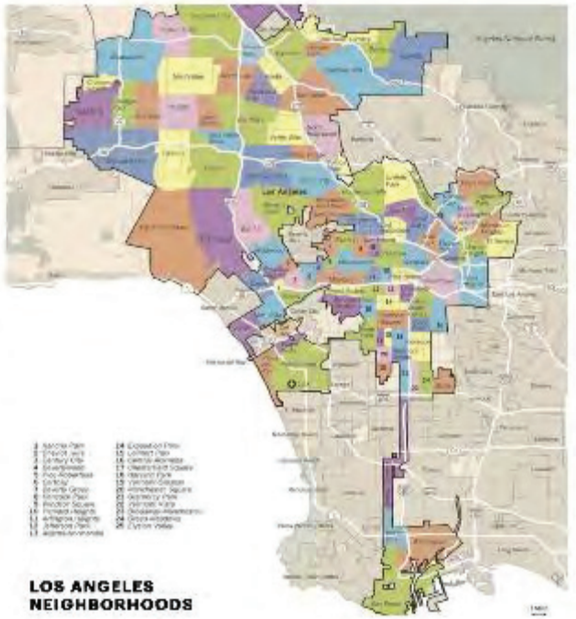


LA ART

Inspiración
















LA ART

Inspiración: Ave en vuelo







Union Station Alameda Station



LA ART

Union Station Alameda Station



Vistas desde las cabinas



LA ART

Estación del Dodger Stadium



LA ART

Estación del Dodger Stadium



LA ART

Gracias



LA ART

Periodo de Consulta Pública

Jessica Sisco
AECOM

1 

Q&A: Usen la herramienta Q&A (preguntas y respuestas) para compartir sus comentarios.

2 

Teléfono: Marquen *9 para levantar la mano. Los identificaremos por los últimos 4 dígitos de su número de teléfono. Se les pedirá que marquen *6 para activar la voz una vez que se les indique.

PROPÓSITO DE ESTE PERIODO DE CONSULTA PÚBLICA

- Darle al público la oportunidad de proveer comentarios oficiales de consulta
- Estamos aquí para escuchar - todos los comentarios orales y escritos serán considerados en la preparación del Borrador del EIR
- Comentarios oficiales de consulta también se podrán someter por cualquiera de éstas vías a más tardar las 11:59 pm del 16 de Noviembre del 2020.

JORNADA VIRTUAL DE PUERTAS ABIERTAS

LAARTvirtualopenhouse.org

CORREO ELECTRÓNICO

LAART@metro.net

CORREO

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

Conclusión + Siguientes Pasos

Jessica Sisco
Moderador AECOM

COMO OPINAR DURANTE LA CONSULTA PÚBLICA

Comentarios oficiales de consulta necesitan ser sometidos por alguna de las siguinets vías:

JORNADA VIRTUAL DE PUERTAS ABIERTAS

LAARTvirtualopenhouse.org

CORREO ELECTRÓNICO

LAART@metro.net

CORREO

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

SIGUIENTES PASOS



¿Cuál es el propósito del EIR?

El propósito del borrador del EIR es el de evaluar el potencial de los impactos ambientales asociados con la implementación del Proyecto propuesto, y proporcionar medidas de mitigación donde sea necesario.

MÁS INFORMACIÓN DEL PROYECTO



Línea de Información Comunitaria: (323) 521-4775



Sitio Web: www.LAArt.la



Email: hello@LAArt.la/

Como Agencia Líder del proceso CEQA, Metro también tiene un sitio web dedicado al proceso CEQA: https://www.metro.net/projects/aerial-rapid-transit/

¡Gracias!

ATTACHMENT H

NOPS SENT VIA EMAIL

Notices Sent via Email

Name	Email
Andrew Garsten	andrew.garsten@sbcglobal.net
Don Camacho	don@camachomgt.com
Frank Mendoza	frankm.evrnc@gmail.com
Gilbert Arevalo	gil_arevalo@hotmail.com
Michael Mariscal	osmaf.info@gmail.com
Patti Berman	patti.berman@dlanc.com
Senator Durazo	senator.durazo@sen.ca.gov
Steve Veres	steve.veres@sen.ca.gov

From: Kibriya, Fareeha
Sent: Thursday, October 08, 2020 7:23 PM
To: andrew.garsten@sbcglobal.net
Cc: Zelmer, Cory
Subject: Los Angeles Aerial Rapid Transit - Notice of Preparation
Attachments: LA_AerialRapidTransit_NOP.pdf

Dear Andrew Garsten:

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit.

A Notice of Preparation (NOP) was made available to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. A NOP was mailed to your address, but as we did not receive a delivery notification, we are following up with an email. Attached please find the NOP for your information. The NOP public scoping period runs from October 1, 2020, to November 16, 2020.

For more information, please visit https://www.metro.net/projects/aerial-rapid-transit/.

Thank you.

Los Angeles County
Metropolitan Transportation Authority

Metro

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000
metro.net

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	October 1, 2020
TO:	Agencies, Organizations and Interested Parties
SUBJECT:	Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE:	Los Angeles Aerial Rapid Transit Project
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit Project (proposed Project) in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000–15387). The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. Metro is requesting comments from public agencies on the scope and content of the environmental information relevant to their statutory responsibilities with regard to the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Metro is also inviting organizations and interested parties to submit comments on the scope of the environmental document related to the proposed Project.

PROJECT DESCRIPTION: The proposed Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders. The proposed Project would provide an aerial rapid transit option from LAUS for visitors to Dodger Stadium, as well as the Los Angeles State Historic Park and Elysian Park, while reducing traffic that currently impacts residents of surrounding communities, who can also utilize the aerial gondola system to access the regional transit system accessible at LAUS. The proposed route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. The proposed Project includes options for an intermediate station to provide additional transit service adjacent to the Los Angeles State Historic Park and the location where the proposed Project flies over portions of the Park (the Spring Street Alternative and Broadway Alternative). 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 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes. Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.

Figure 1 shows the regional location of the proposed Project and Figures 2 and 3 provide an overview of the Spring Street Alternative and Broadway Alternative, respectively. Figure 4 provides examples of modern aerial rapid transit (ART) systems that are currently operating in several urban locations around the world.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed Project would be located in the City of Los Angeles, within or adjacent to the communities of El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, and Elysian Park. The proposed Project would generally be located within the public right-of-way, and in connection with providing additional transit service adjacent to the Los Angeles State Historic Park, would fly over the Park, which is managed by the California Department of Parks and Recreation, and SR-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public facilities uses.

PROJECT PURPOSE: The overall purpose of the proposed Project is to expand mobility options for transit riders through a permanent direct transit connection between LAUS and Dodger Stadium, a regional event center, via an aerial gondola system. The proposed Project aims to reduce traffic congestion and associated greenhouse gas emissions during game and special event days. The proposed Project provides the potential to increase transit access for open space, parks, and the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. Aerial rapid transit is a proven, safe, quiet, sustainable, high capacity, and highly efficient form of transportation. The proposed Project would function as a reliable rapid transit system, a first/last mile connector, and an iconic new regional tourist destination that offers scenic views of Los Angeles.

PROJECT ALTERNATIVES: A "No-Build" alternative will be analyzed, where no aerial gondola system is installed. Alternative locations for passenger stations, a non-passenger junction, and towers, as well as potential arrangements within a non-passenger junction to allow for passengers, may be evaluated.

The proposed Project would generally be located in the public right-of-way and would commence adjacent to LAUS and El Pueblo following Alameda Street and Spring Street in a northeast direction through the community of Chinatown, flying over the Los Angeles State Historic Park to Bishops Road and then flying over the SR-110 and terminating at Dodger Stadium, located in the community of Elysian Park. Two potential alternatives for providing transit service adjacent to, and flying over the Los Angeles State Historic Park, are being considered. In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, the aerial gondola system would travel northwest with a Park Station on Spring Street and fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way (see Figure 2). The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way and continue northwest to an intermediate station at the intersection of North Broadway and Bishops Road (see Figure 3).

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the proposed Project on the environment. The Draft EIR will address all environmental topics listed in Appendix G of the CEQA Guidelines, as listed below.

- Aesthetics
- Agriculture and forestry resources
- Air quality
- Biological resources
- Cultural and historic resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Transportation
- Tribal cultural resources
- Utilities and service systems
- Wildfire

Mitigation measures to reduce potentially significant impacts during construction and operation of the proposed Project will also be identified in the Draft EIR.

VIRTUAL OPEN HOUSE AND VIRTUAL SCOPING MEETING: As part of the EIR scoping process, project information will be made available to the public online through two primary means: (1) a virtual "open house"; and (2) a virtual scoping meeting. The purpose of the virtual open house is to provide an overview of the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. The virtual open house will be accessible to stakeholders and the public throughout the public review period. Please access the virtual open house at LAARTvirtualopenhouse.org or through Metro's website at metro.net/aerialrapidtransit.

The virtual scoping meeting will be held on October 22, 2020, from 6:00 p.m. to 8:00 p.m. The virtual scoping meeting will include an introduction to the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. Stakeholders and the public may submit questions during the online meeting. A recording of the scoping meeting will be posted on the Metro website and the virtual open house following the meeting. Please check Metro's website at metro.net/aerialrapidtransit to confirm the availability of and the instructions for accessing the virtual scoping meeting.

This NOP and a fact sheet will also be available in Spanish and Cantonese via the virtual open house at LAARTvirtualopenhouse.org and Metro's website at metro.net/aerialrapidtransit. In addition, Spanish and Cantonese interpretation will be available during the virtual scoping meeting.

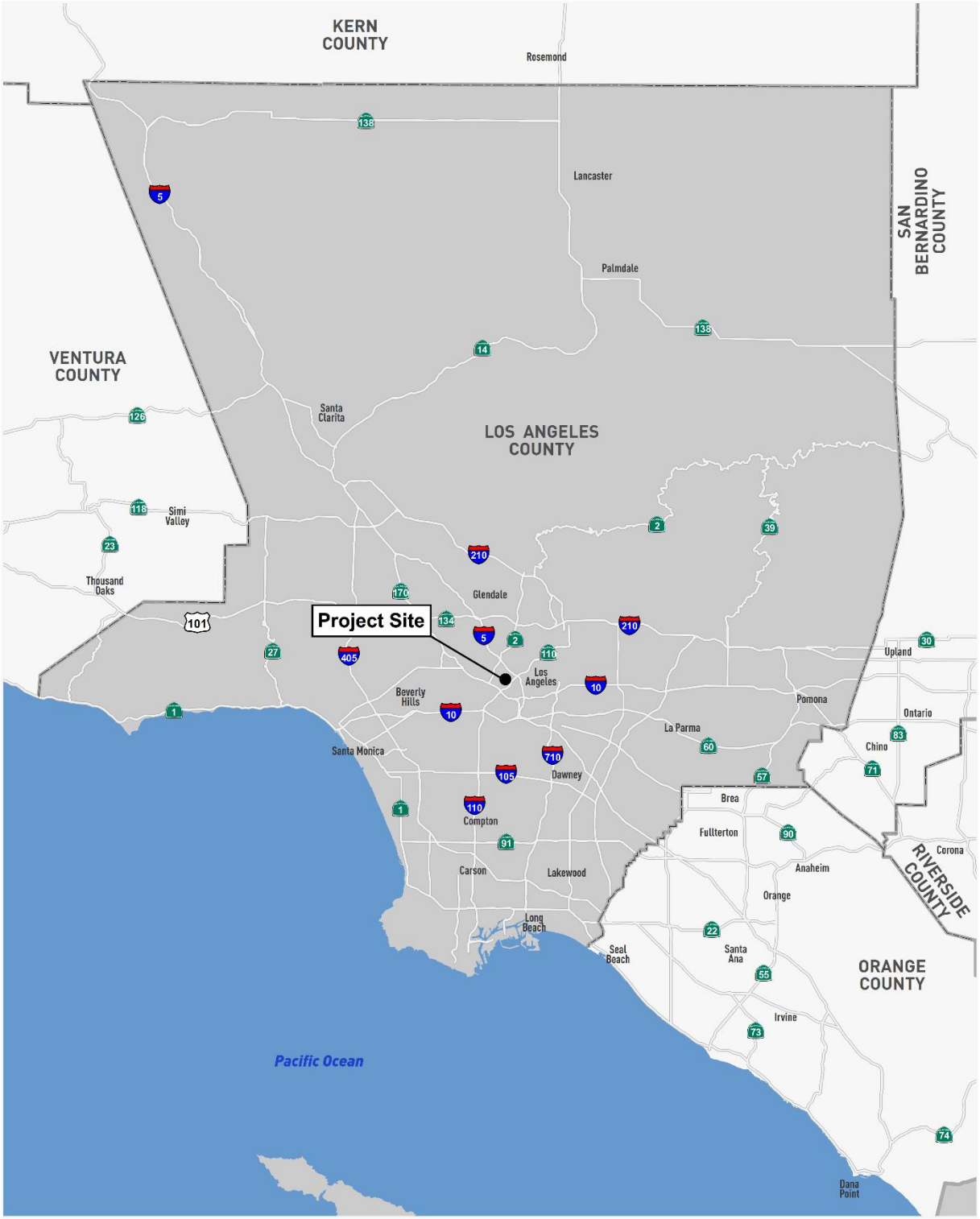
Attendees are invited to call 213-418-3423 at least 72 hours in advance of the meeting for more information, to arrange ADA accommodations and/or to request additional translation support.

COMMENT DUE DATE: A 45-day comment period for this NOP will begin on October 1, 2020, and conclude on November 16, 2020. Written comments on the scope of the Draft EIR, including the Project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro by 11:59 pm PST on **November 16, 2020** at the postal address or e-mail address below. Comments may also be submitted through the virtual open house website at LAARTvirtualopenhouse.org.

ADDRESSES: Written or electronic (e-mail) comments may be sent to Mr. Cory Zelmer, Deputy Executive Officer, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or via email at LAART@metro.net.

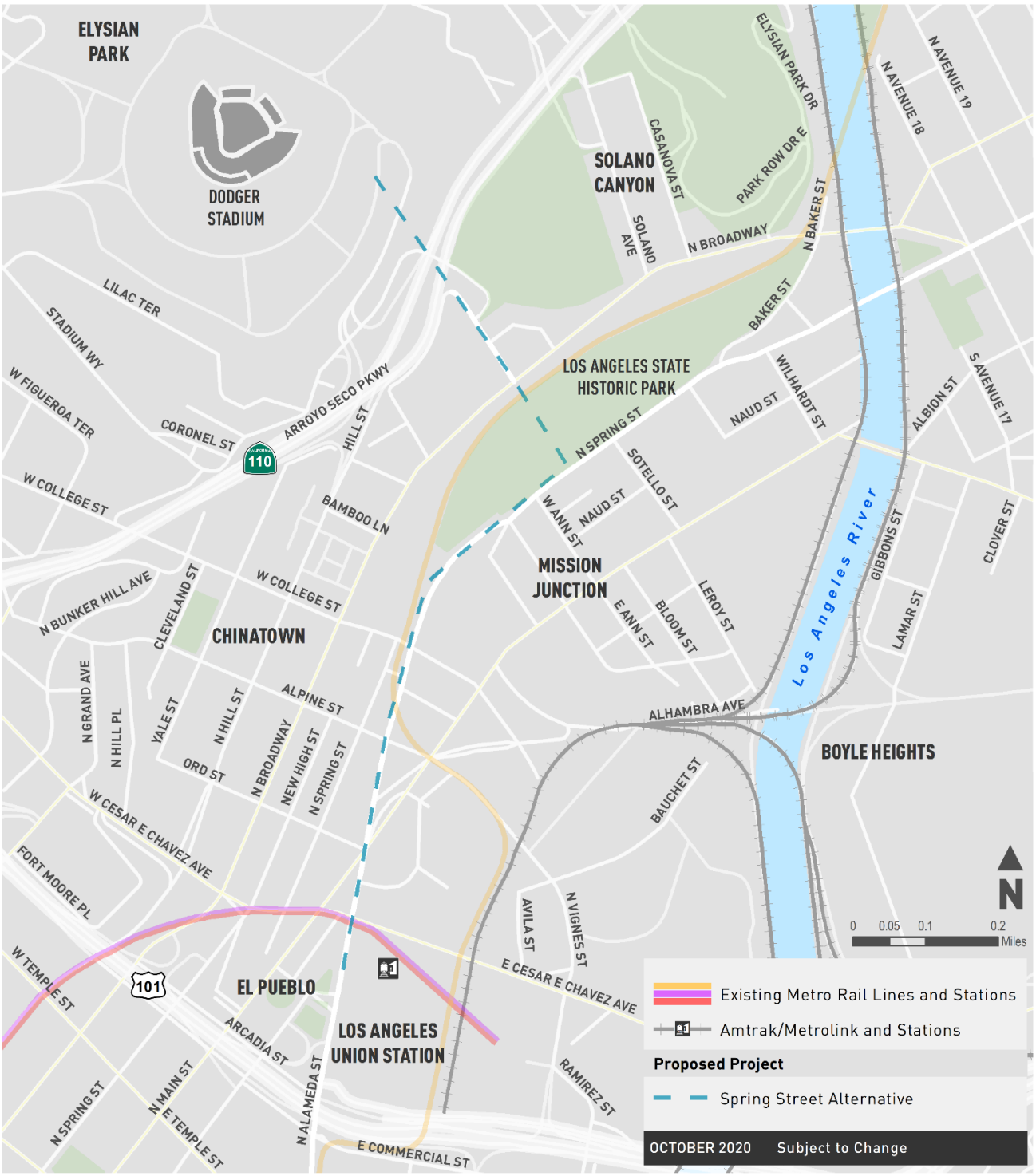
For more information, please visit metro.net/aerialrapidtransit, or please call 213-418-3423.

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



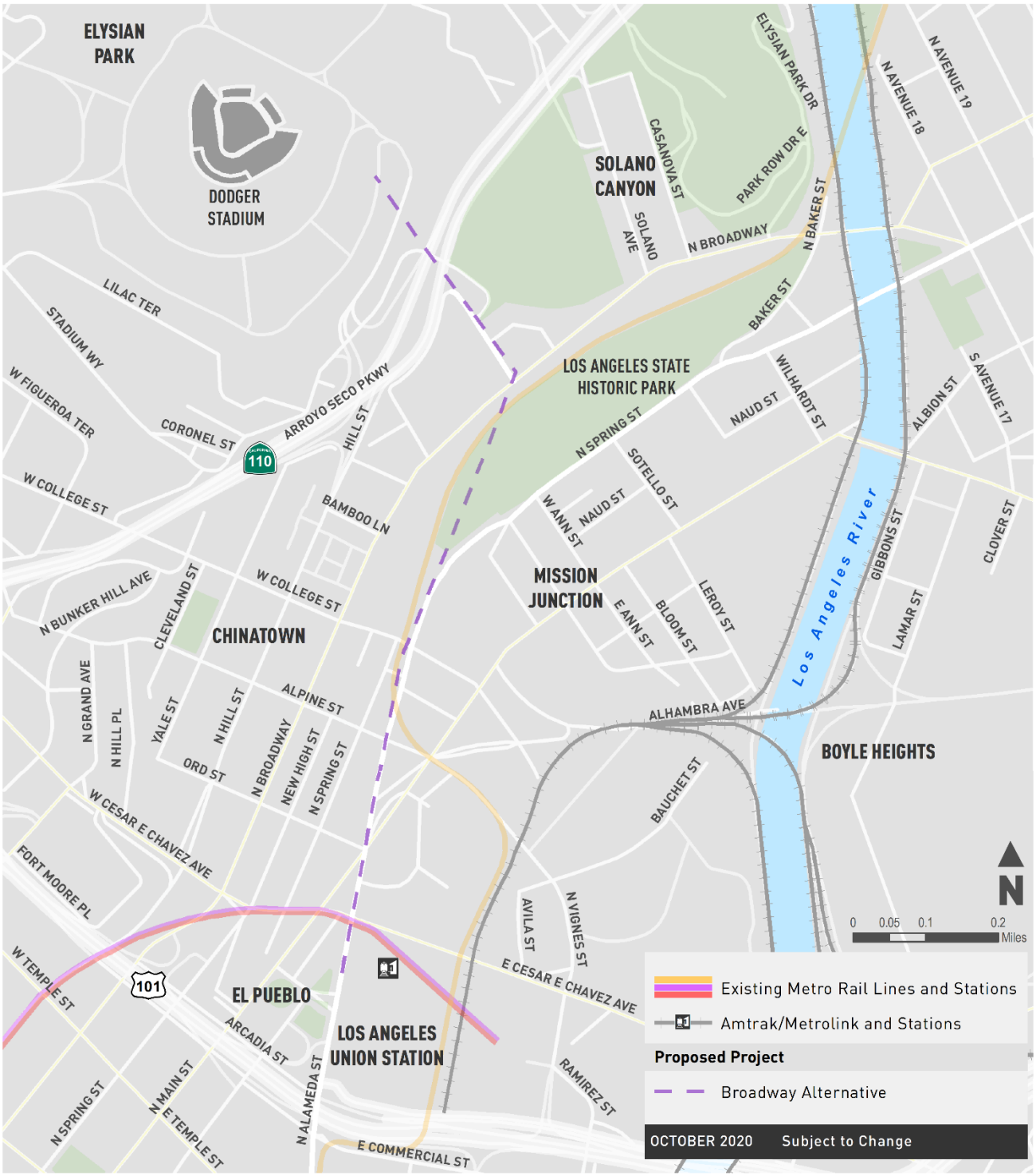
Metro

Figure 1: Regional Map



Metro

Figure 2:
Proposed Spring Street Alternative



Metro

Figure 3:
Proposed Broadway Alternative

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



Portland, Oregon



London, England



Koblenz, Germany



Roosevelt Island, New York



Mexico City, Mexico



Lantau Island, Hong Kong



La Paz, Bolivia

Metro

Figure 4:
Examples of Gondola Systems

From: Kibriya, Fareeha
Sent: Thursday, October 08, 2020 7:20 PM
To: don@camachomgt.com
Cc: Zelmer, Cory
Subject: Los Angeles Aerial Rapid Transit - Notice of Preparation
Attachments: LA_AerialRapidTransit_NOP.pdf

Dear Don Camacho:

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit.

A Notice of Preparation (NOP) was made available to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. A NOP was mailed to your address, but as we did not receive a delivery notification, we are following up with an email. Attached please find the NOP for your information. The NOP public scoping period runs from October 1, 2020, to November 16, 2020.

For more information, please visit https://www.metro.net/projects/aerial-rapid-transit/.

Thank you.

Los Angeles County
Metropolitan Transportation Authority

Metro

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000
metro.net

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	October 1, 2020
TO:	Agencies, Organizations and Interested Parties
SUBJECT:	Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE:	Los Angeles Aerial Rapid Transit Project
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit Project (proposed Project) in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000–15387). The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. Metro is requesting comments from public agencies on the scope and content of the environmental information relevant to their statutory responsibilities with regard to the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Metro is also inviting organizations and interested parties to submit comments on the scope of the environmental document related to the proposed Project.

PROJECT DESCRIPTION: The proposed Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders. The proposed Project would provide an aerial rapid transit option from LAUS for visitors to Dodger Stadium, as well as the Los Angeles State Historic Park and Elysian Park, while reducing traffic that currently impacts residents of surrounding communities, who can also utilize the aerial gondola system to access the regional transit system accessible at LAUS. The proposed route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. The proposed Project includes options for an intermediate station to provide additional transit service adjacent to the Los Angeles State Historic Park and the location where the proposed Project flies over portions of the Park (the Spring Street Alternative and Broadway Alternative). 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 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes. Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.

Figure 1 shows the regional location of the proposed Project and Figures 2 and 3 provide an overview of the Spring Street Alternative and Broadway Alternative, respectively. Figure 4 provides examples of modern aerial rapid transit (ART) systems that are currently operating in several urban locations around the world.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed Project would be located in the City of Los Angeles, within or adjacent to the communities of El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, and Elysian Park. The proposed Project would generally be located within the public right-of-way, and in connection with providing additional transit service adjacent to the Los Angeles State Historic Park, would fly over the Park, which is managed by the California Department of Parks and Recreation, and SR-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public facilities uses.

PROJECT PURPOSE: The overall purpose of the proposed Project is to expand mobility options for transit riders through a permanent direct transit connection between LAUS and Dodger Stadium, a regional event center, via an aerial gondola system. The proposed Project aims to reduce traffic congestion and associated greenhouse gas emissions during game and special event days. The proposed Project provides the potential to increase transit access for open space, parks, and the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. Aerial rapid transit is a proven, safe, quiet, sustainable, high capacity, and highly efficient form of transportation. The proposed Project would function as a reliable rapid transit system, a first/last mile connector, and an iconic new regional tourist destination that offers scenic views of Los Angeles.

PROJECT ALTERNATIVES: A "No-Build" alternative will be analyzed, where no aerial gondola system is installed. Alternative locations for passenger stations, a non-passenger junction, and towers, as well as potential arrangements within a non-passenger junction to allow for passengers, may be evaluated.

The proposed Project would generally be located in the public right-of-way and would commence adjacent to LAUS and El Pueblo following Alameda Street and Spring Street in a northeast direction through the community of Chinatown, flying over the Los Angeles State Historic Park to Bishops Road and then flying over the SR-110 and terminating at Dodger Stadium, located in the community of Elysian Park. Two potential alternatives for providing transit service adjacent to, and flying over the Los Angeles State Historic Park, are being considered. In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, the aerial gondola system would travel northwest with a Park Station on Spring Street and fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way (see Figure 2). The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way and continue northwest to an intermediate station at the intersection of North Broadway and Bishops Road (see Figure 3).

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the proposed Project on the environment. The Draft EIR will address all environmental topics listed in Appendix G of the CEQA Guidelines, as listed below.

- Aesthetics
- Agriculture and forestry resources
- Air quality
- Biological resources
- Cultural and historic resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Transportation
- Tribal cultural resources
- Utilities and service systems
- Wildfire

Mitigation measures to reduce potentially significant impacts during construction and operation of the proposed Project will also be identified in the Draft EIR.

VIRTUAL OPEN HOUSE AND VIRTUAL SCOPING MEETING: As part of the EIR scoping process, project information will be made available to the public online through two primary means: (1) a virtual "open house"; and (2) a virtual scoping meeting. The purpose of the virtual open house is to provide an overview of the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. The virtual open house will be accessible to stakeholders and the public throughout the public review period. Please access the virtual open house at LAARTvirtualopenhouse.org or through Metro's website at metro.net/aerialrapidtransit.

The virtual scoping meeting will be held on October 22, 2020, from 6:00 p.m. to 8:00 p.m. The virtual scoping meeting will include an introduction to the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. Stakeholders and the public may submit questions during the online meeting. A recording of the scoping meeting will be posted on the Metro website and the virtual open house following the meeting. Please check Metro's website at metro.net/aerialrapidtransit to confirm the availability of and the instructions for accessing the virtual scoping meeting.

This NOP and a fact sheet will also be available in Spanish and Cantonese via the virtual open house at LAARTvirtualopenhouse.org and Metro's website at metro.net/aerialrapidtransit. In addition, Spanish and Cantonese interpretation will be available during the virtual scoping meeting.

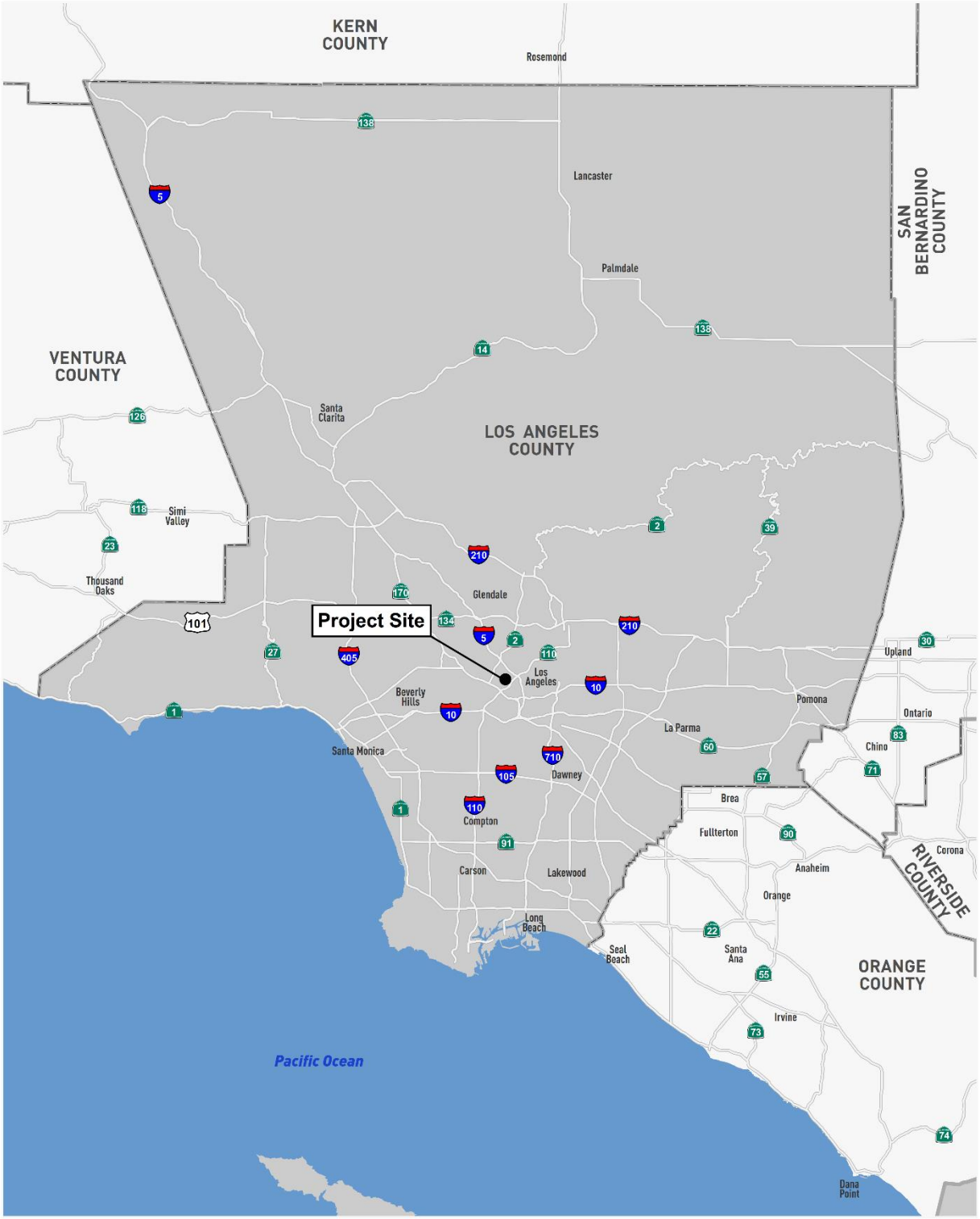
Attendees are invited to call 213-418-3423 at least 72 hours in advance of the meeting for more information, to arrange ADA accommodations and/or to request additional translation support.

COMMENT DUE DATE: A 45-day comment period for this NOP will begin on October 1, 2020, and conclude on November 16, 2020. Written comments on the scope of the Draft EIR, including the Project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro by 11:59 pm PST on **November 16, 2020** at the postal address or e-mail address below. Comments may also be submitted through the virtual open house website at LAARTvirtualopenhouse.org.

ADDRESSES: Written or electronic (e-mail) comments may be sent to Mr. Cory Zelmer, Deputy Executive Officer, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or via email at LAART@metro.net.

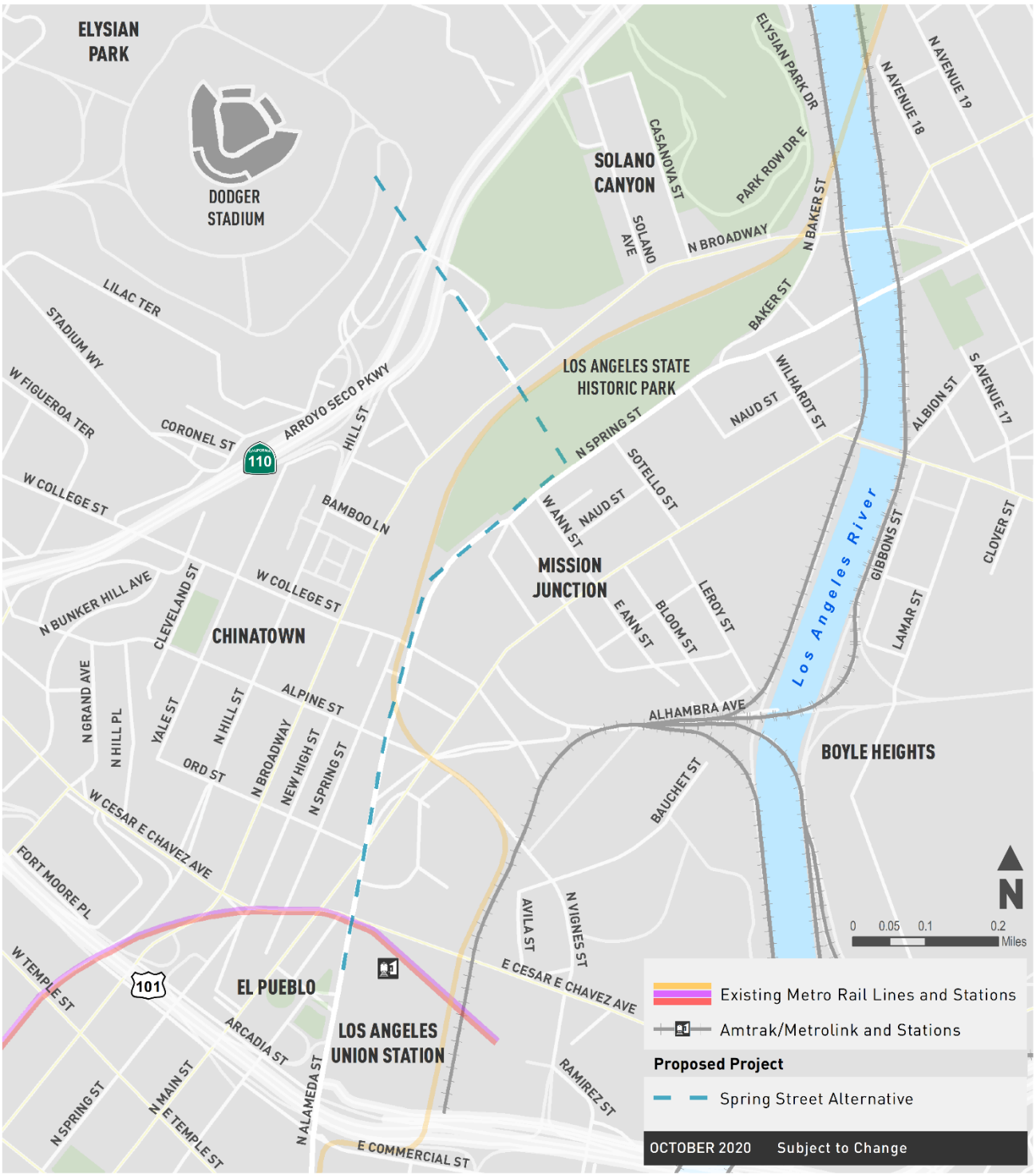
For more information, please visit metro.net/aerialrapidtransit, or please call 213-418-3423.

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



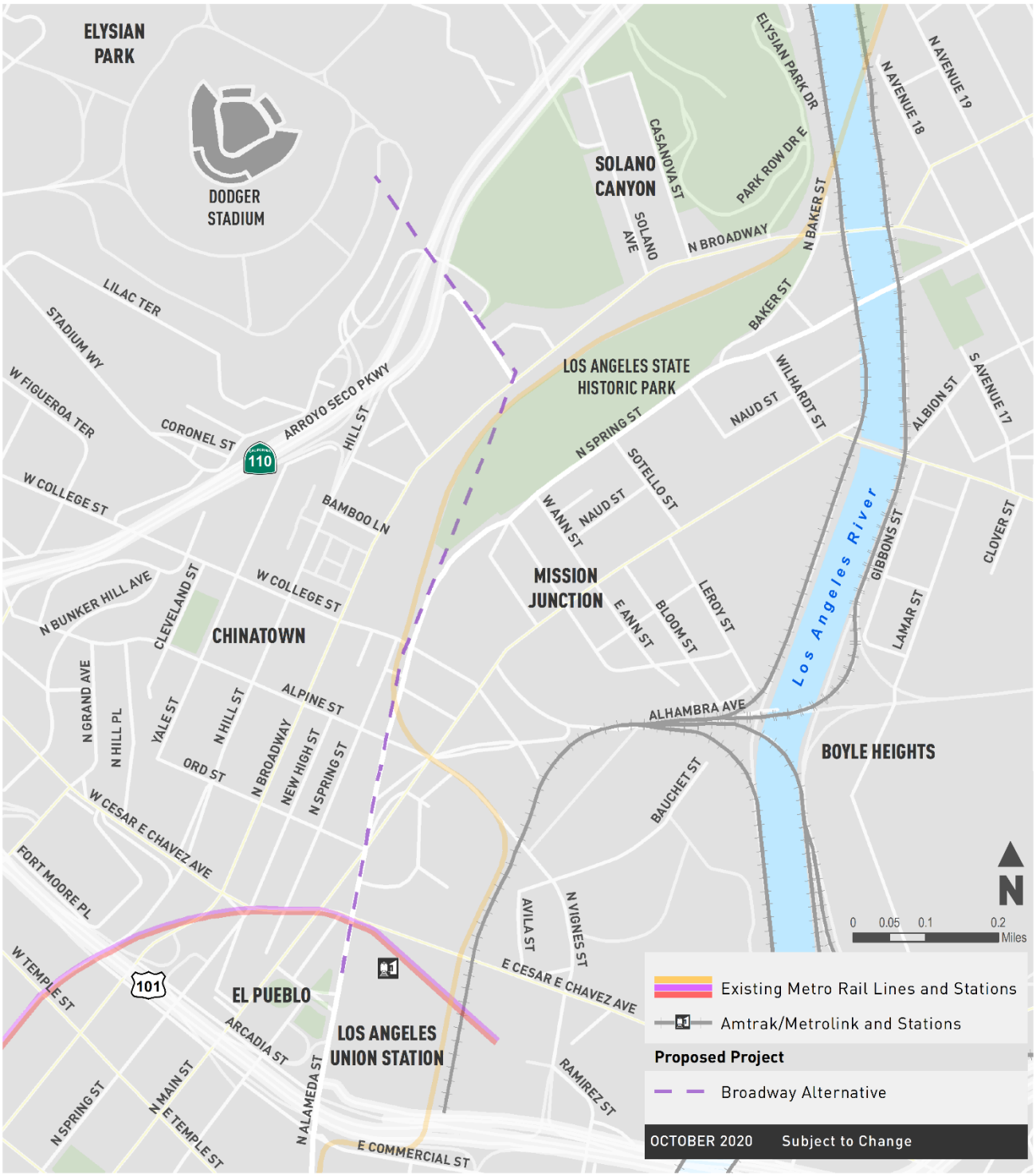
Metro

Figure 1: Regional Map



Metro

Figure 2:
Proposed Spring Street Alternative



Metro

Figure 3:
Proposed Broadway Alternative

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



Portland, Oregon



London, England



Koblenz, Germany



Roosevelt Island, New York



Mexico City, Mexico



Lantau Island, Hong Kong



La Paz, Bolivia

Metro

Figure 4:
Examples of Gondola Systems

From: Kibriya, Fareeha
Sent: Thursday, October 08, 2020 7:18 PM
To: frankm.evrnc@gmail.com
Cc: Zelmer, Cory
Subject: Los Angeles Aerial Rapid Transit - Notice of Preparation
Attachments: LA_AerialRapidTransit_NOP.pdf

Dear Frank Mendoza:

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit.

A Notice of Preparation (NOP) was made available to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. A NOP was mailed to your address, but as we did not receive a delivery notification, we are following up with an email. Attached please find the NOP for your information. The NOP public scoping period runs from October 1, 2020, to November 16, 2020.

For more information, please visit https://www.metro.net/projects/aerial-rapid-transit/.

Thank you.

Los Angeles County
Metropolitan Transportation Authority

Metro

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000
metro.net

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	October 1, 2020
TO:	Agencies, Organizations and Interested Parties
SUBJECT:	Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE:	Los Angeles Aerial Rapid Transit Project
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit Project (proposed Project) in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000–15387). The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. Metro is requesting comments from public agencies on the scope and content of the environmental information relevant to their statutory responsibilities with regard to the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Metro is also inviting organizations and interested parties to submit comments on the scope of the environmental document related to the proposed Project.

PROJECT DESCRIPTION: The proposed Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders. The proposed Project would provide an aerial rapid transit option from LAUS for visitors to Dodger Stadium, as well as the Los Angeles State Historic Park and Elysian Park, while reducing traffic that currently impacts residents of surrounding communities, who can also utilize the aerial gondola system to access the regional transit system accessible at LAUS. The proposed route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. The proposed Project includes options for an intermediate station to provide additional transit service adjacent to the Los Angeles State Historic Park and the location where the proposed Project flies over portions of the Park (the Spring Street Alternative and Broadway Alternative). 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 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes. Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.

Figure 1 shows the regional location of the proposed Project and Figures 2 and 3 provide an overview of the Spring Street Alternative and Broadway Alternative, respectively. Figure 4 provides examples of modern aerial rapid transit (ART) systems that are currently operating in several urban locations around the world.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed Project would be located in the City of Los Angeles, within or adjacent to the communities of El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, and Elysian Park. The proposed Project would generally be located within the public right-of-way, and in connection with providing additional transit service adjacent to the Los Angeles State Historic Park, would fly over the Park, which is managed by the California Department of Parks and Recreation, and SR-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public facilities uses.

PROJECT PURPOSE: The overall purpose of the proposed Project is to expand mobility options for transit riders through a permanent direct transit connection between LAUS and Dodger Stadium, a regional event center, via an aerial gondola system. The proposed Project aims to reduce traffic congestion and associated greenhouse gas emissions during game and special event days. The proposed Project provides the potential to increase transit access for open space, parks, and the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. Aerial rapid transit is a proven, safe, quiet, sustainable, high capacity, and highly efficient form of transportation. The proposed Project would function as a reliable rapid transit system, a first/last mile connector, and an iconic new regional tourist destination that offers scenic views of Los Angeles.

PROJECT ALTERNATIVES: A "No-Build" alternative will be analyzed, where no aerial gondola system is installed. Alternative locations for passenger stations, a non-passenger junction, and towers, as well as potential arrangements within a non-passenger junction to allow for passengers, may be evaluated.

The proposed Project would generally be located in the public right-of-way and would commence adjacent to LAUS and El Pueblo following Alameda Street and Spring Street in a northeast direction through the community of Chinatown, flying over the Los Angeles State Historic Park to Bishops Road and then flying over the SR-110 and terminating at Dodger Stadium, located in the community of Elysian Park. Two potential alternatives for providing transit service adjacent to, and flying over the Los Angeles State Historic Park, are being considered. In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, the aerial gondola system would travel northwest with a Park Station on Spring Street and fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way (see Figure 2). The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way and continue northwest to an intermediate station at the intersection of North Broadway and Bishops Road (see Figure 3).

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the proposed Project on the environment. The Draft EIR will address all environmental topics listed in Appendix G of the CEQA Guidelines, as listed below.

- Aesthetics
- Agriculture and forestry resources
- Air quality
- Biological resources
- Cultural and historic resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Transportation
- Tribal cultural resources
- Utilities and service systems
- Wildfire

Mitigation measures to reduce potentially significant impacts during construction and operation of the proposed Project will also be identified in the Draft EIR.

VIRTUAL OPEN HOUSE AND VIRTUAL SCOPING MEETING: As part of the EIR scoping process, project information will be made available to the public online through two primary means: (1) a virtual "open house"; and (2) a virtual scoping meeting. The purpose of the virtual open house is to provide an overview of the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. The virtual open house will be accessible to stakeholders and the public throughout the public review period. Please access the virtual open house at LAARTvirtualopenhouse.org or through Metro's website at metro.net/aerialrapidtransit.

The virtual scoping meeting will be held on October 22, 2020, from 6:00 p.m. to 8:00 p.m. The virtual scoping meeting will include an introduction to the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. Stakeholders and the public may submit questions during the online meeting. A recording of the scoping meeting will be posted on the Metro website and the virtual open house following the meeting. Please check Metro's website at metro.net/aerialrapidtransit to confirm the availability of and the instructions for accessing the virtual scoping meeting.

This NOP and a fact sheet will also be available in Spanish and Cantonese via the virtual open house at LAARTvirtualopenhouse.org and Metro's website at metro.net/aerialrapidtransit. In addition, Spanish and Cantonese interpretation will be available during the virtual scoping meeting.

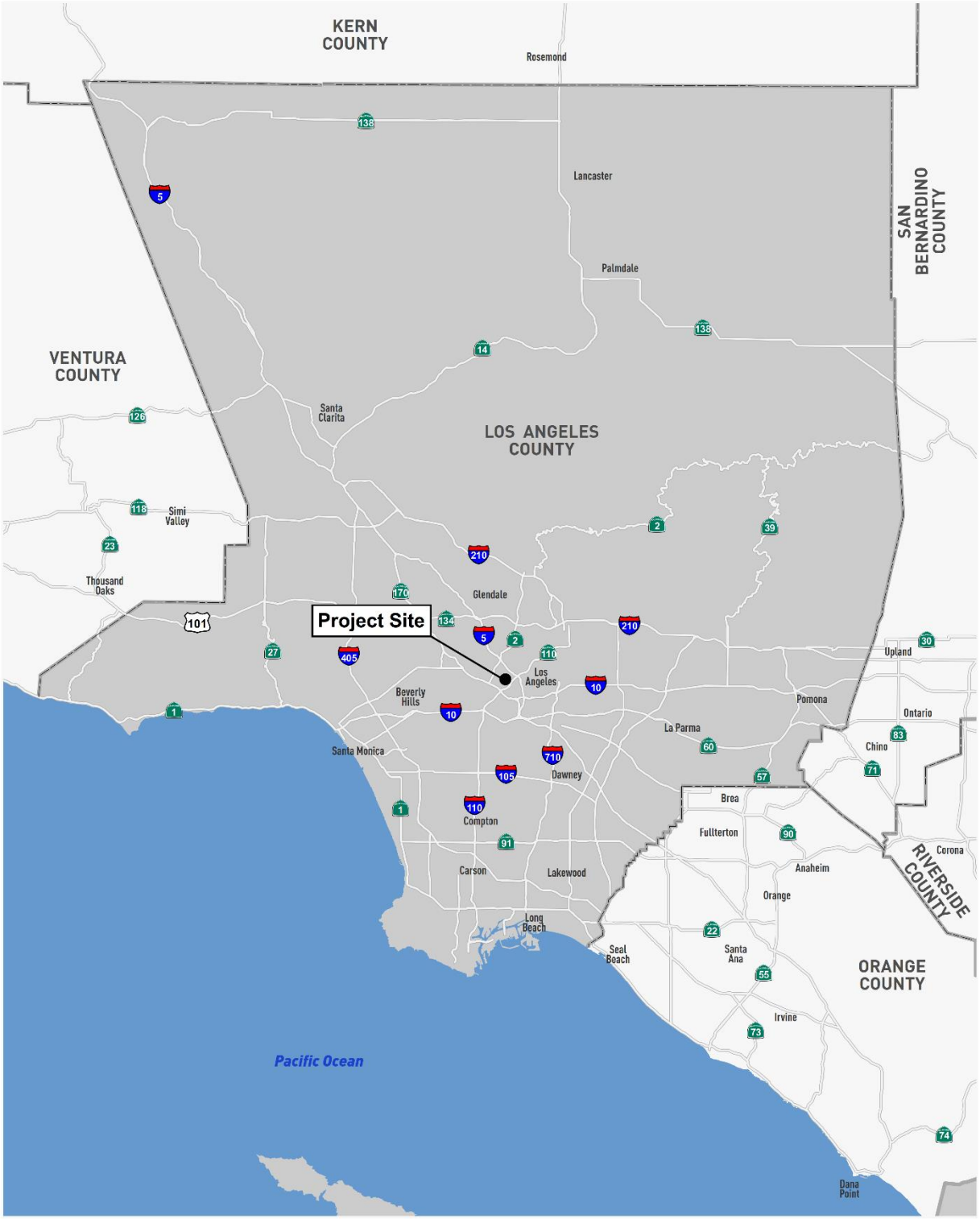
Attendees are invited to call 213-418-3423 at least 72 hours in advance of the meeting for more information, to arrange ADA accommodations and/or to request additional translation support.

COMMENT DUE DATE: A 45-day comment period for this NOP will begin on October 1, 2020, and conclude on November 16, 2020. Written comments on the scope of the Draft EIR, including the Project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro by 11:59 pm PST on **November 16, 2020** at the postal address or e-mail address below. Comments may also be submitted through the virtual open house website at LAARTvirtualopenhouse.org.

ADDRESSES: Written or electronic (e-mail) comments may be sent to Mr. Cory Zelmer, Deputy Executive Officer, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or via email at LAART@metro.net.

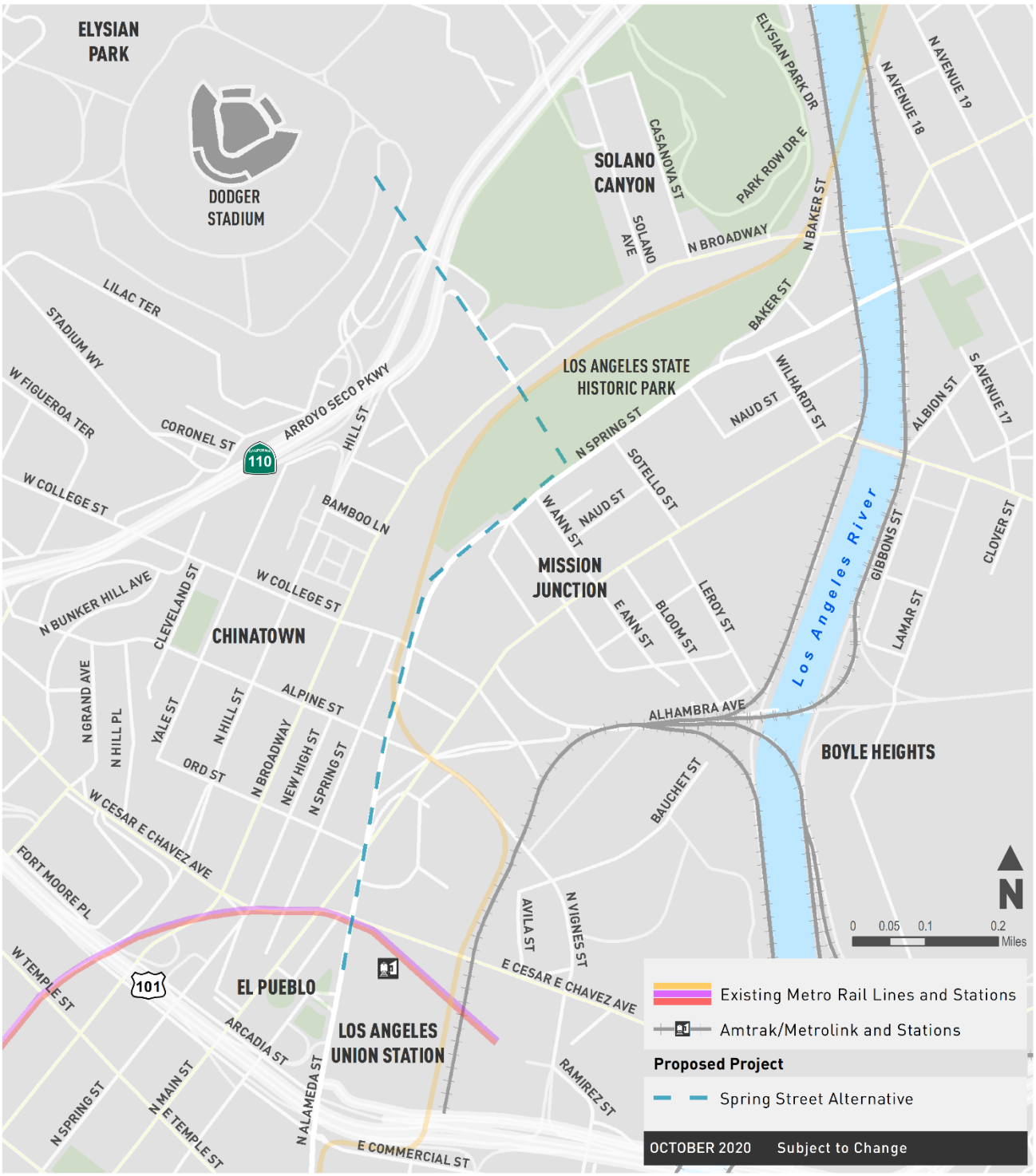
For more information, please visit metro.net/aerialrapidtransit, or please call 213-418-3423.

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



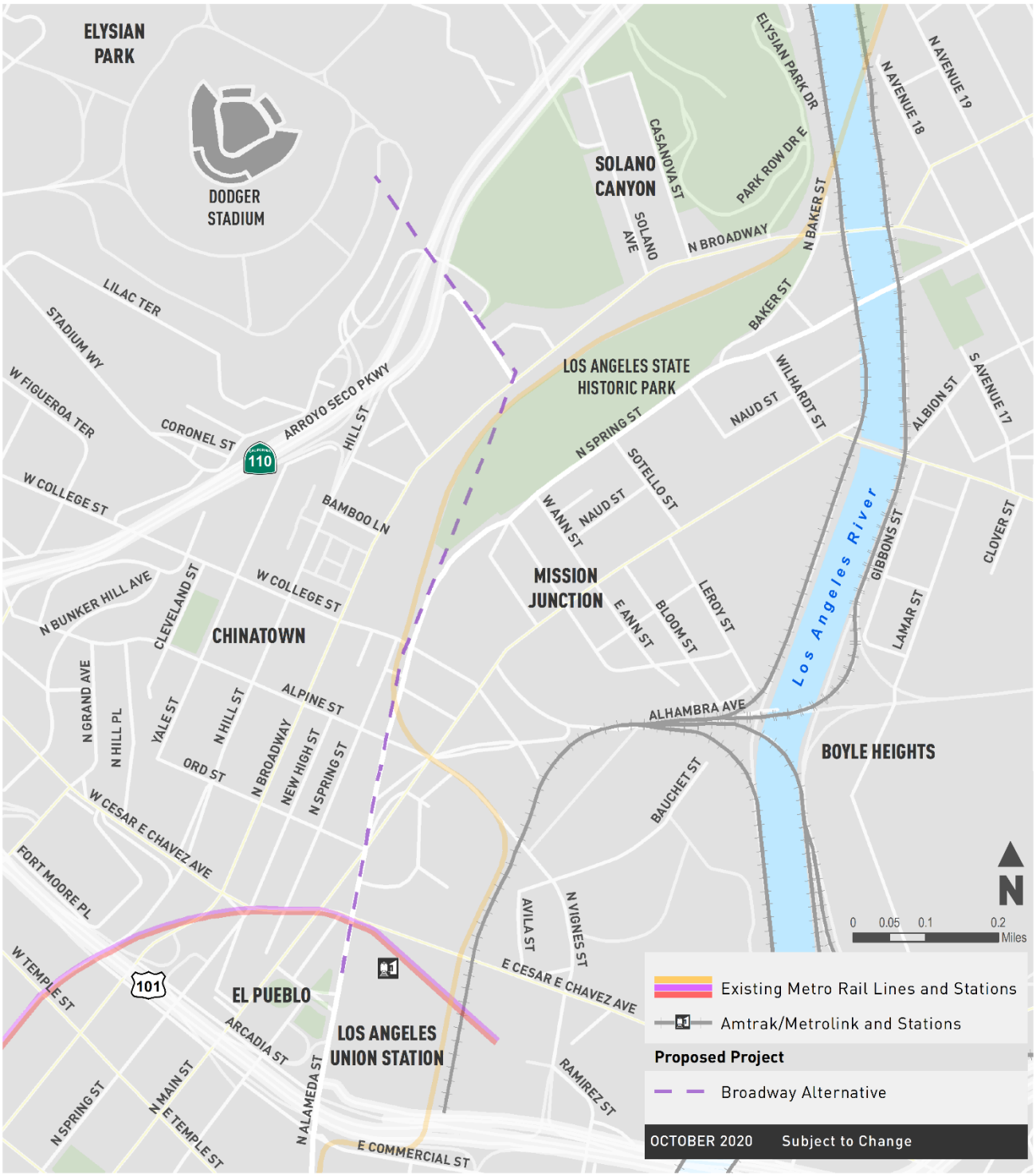
Metro

Figure 1: Regional Map



Metro

Figure 2:
Proposed Spring Street Alternative



Metro

Figure 3:
Proposed Broadway Alternative

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



Portland, Oregon



London, England



Koblenz, Germany



Roosevelt Island, New York



Mexico City, Mexico



Lantau Island, Hong Kong



La Paz, Bolivia

Metro

Figure 4:
Examples of Gondola Systems

From: Kibriya, Fareeha
Sent: Thursday, October 08, 2020 7:19 PM
To: gil_arevalo@hotmail.com
Cc: Zelmer, Cory
Subject: Los Angeles Aerial Rapid Transit - Notice of Preparation
Attachments: LA_AerialRapidTransit_NOP.pdf

Dear Gilbert Arevalo:

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit.

A Notice of Preparation (NOP) was made available to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. A NOP was mailed to your address, but as we did not receive a delivery notification, we are following up with an email. Attached please find the NOP for your information. The NOP public scoping period runs from October 1, 2020, to November 16, 2020.

For more information, please visit https://www.metro.net/projects/aerial-rapid-transit/.

Thank you.

Los Angeles County
Metropolitan Transportation Authority

Metro

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000
metro.net

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	October 1, 2020
TO:	Agencies, Organizations and Interested Parties
SUBJECT:	Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE:	Los Angeles Aerial Rapid Transit Project
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit Project (proposed Project) in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000–15387). The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. Metro is requesting comments from public agencies on the scope and content of the environmental information relevant to their statutory responsibilities with regard to the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Metro is also inviting organizations and interested parties to submit comments on the scope of the environmental document related to the proposed Project.

PROJECT DESCRIPTION: The proposed Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders. The proposed Project would provide an aerial rapid transit option from LAUS for visitors to Dodger Stadium, as well as the Los Angeles State Historic Park and Elysian Park, while reducing traffic that currently impacts residents of surrounding communities, who can also utilize the aerial gondola system to access the regional transit system accessible at LAUS. The proposed route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. The proposed Project includes options for an intermediate station to provide additional transit service adjacent to the Los Angeles State Historic Park and the location where the proposed Project flies over portions of the Park (the Spring Street Alternative and Broadway Alternative). 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 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes. Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.

Figure 1 shows the regional location of the proposed Project and Figures 2 and 3 provide an overview of the Spring Street Alternative and Broadway Alternative, respectively. Figure 4 provides examples of modern aerial rapid transit (ART) systems that are currently operating in several urban locations around the world.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed Project would be located in the City of Los Angeles, within or adjacent to the communities of El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, and Elysian Park. The proposed Project would generally be located within the public right-of-way, and in connection with providing additional transit service adjacent to the Los Angeles State Historic Park, would fly over the Park, which is managed by the California Department of Parks and Recreation, and SR-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public facilities uses.

PROJECT PURPOSE: The overall purpose of the proposed Project is to expand mobility options for transit riders through a permanent direct transit connection between LAUS and Dodger Stadium, a regional event center, via an aerial gondola system. The proposed Project aims to reduce traffic congestion and associated greenhouse gas emissions during game and special event days. The proposed Project provides the potential to increase transit access for open space, parks, and the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. Aerial rapid transit is a proven, safe, quiet, sustainable, high capacity, and highly efficient form of transportation. The proposed Project would function as a reliable rapid transit system, a first/last mile connector, and an iconic new regional tourist destination that offers scenic views of Los Angeles.

PROJECT ALTERNATIVES: A "No-Build" alternative will be analyzed, where no aerial gondola system is installed. Alternative locations for passenger stations, a non-passenger junction, and towers, as well as potential arrangements within a non-passenger junction to allow for passengers, may be evaluated.

The proposed Project would generally be located in the public right-of-way and would commence adjacent to LAUS and El Pueblo following Alameda Street and Spring Street in a northeast direction through the community of Chinatown, flying over the Los Angeles State Historic Park to Bishops Road and then flying over the SR-110 and terminating at Dodger Stadium, located in the community of Elysian Park. Two potential alternatives for providing transit service adjacent to, and flying over the Los Angeles State Historic Park, are being considered. In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, the aerial gondola system would travel northwest with a Park Station on Spring Street and fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way (see Figure 2). The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way and continue northwest to an intermediate station at the intersection of North Broadway and Bishops Road (see Figure 3).

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the proposed Project on the environment. The Draft EIR will address all environmental topics listed in Appendix G of the CEQA Guidelines, as listed below.

- Aesthetics
- Agriculture and forestry resources
- Air quality
- Biological resources
- Cultural and historic resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Transportation
- Tribal cultural resources
- Utilities and service systems
- Wildfire

Mitigation measures to reduce potentially significant impacts during construction and operation of the proposed Project will also be identified in the Draft EIR.

VIRTUAL OPEN HOUSE AND VIRTUAL SCOPING MEETING: As part of the EIR scoping process, project information will be made available to the public online through two primary means: (1) a virtual "open house"; and (2) a virtual scoping meeting. The purpose of the virtual open house is to provide an overview of the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. The virtual open house will be accessible to stakeholders and the public throughout the public review period. Please access the virtual open house at LAARTvirtualopenhouse.org or through Metro's website at metro.net/aerialrapidtransit.

The virtual scoping meeting will be held on October 22, 2020, from 6:00 p.m. to 8:00 p.m. The virtual scoping meeting will include an introduction to the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. Stakeholders and the public may submit questions during the online meeting. A recording of the scoping meeting will be posted on the Metro website and the virtual open house following the meeting. Please check Metro's website at metro.net/aerialrapidtransit to confirm the availability of and the instructions for accessing the virtual scoping meeting.

This NOP and a fact sheet will also be available in Spanish and Cantonese via the virtual open house at LAARTvirtualopenhouse.org and Metro's website at metro.net/aerialrapidtransit. In addition, Spanish and Cantonese interpretation will be available during the virtual scoping meeting.

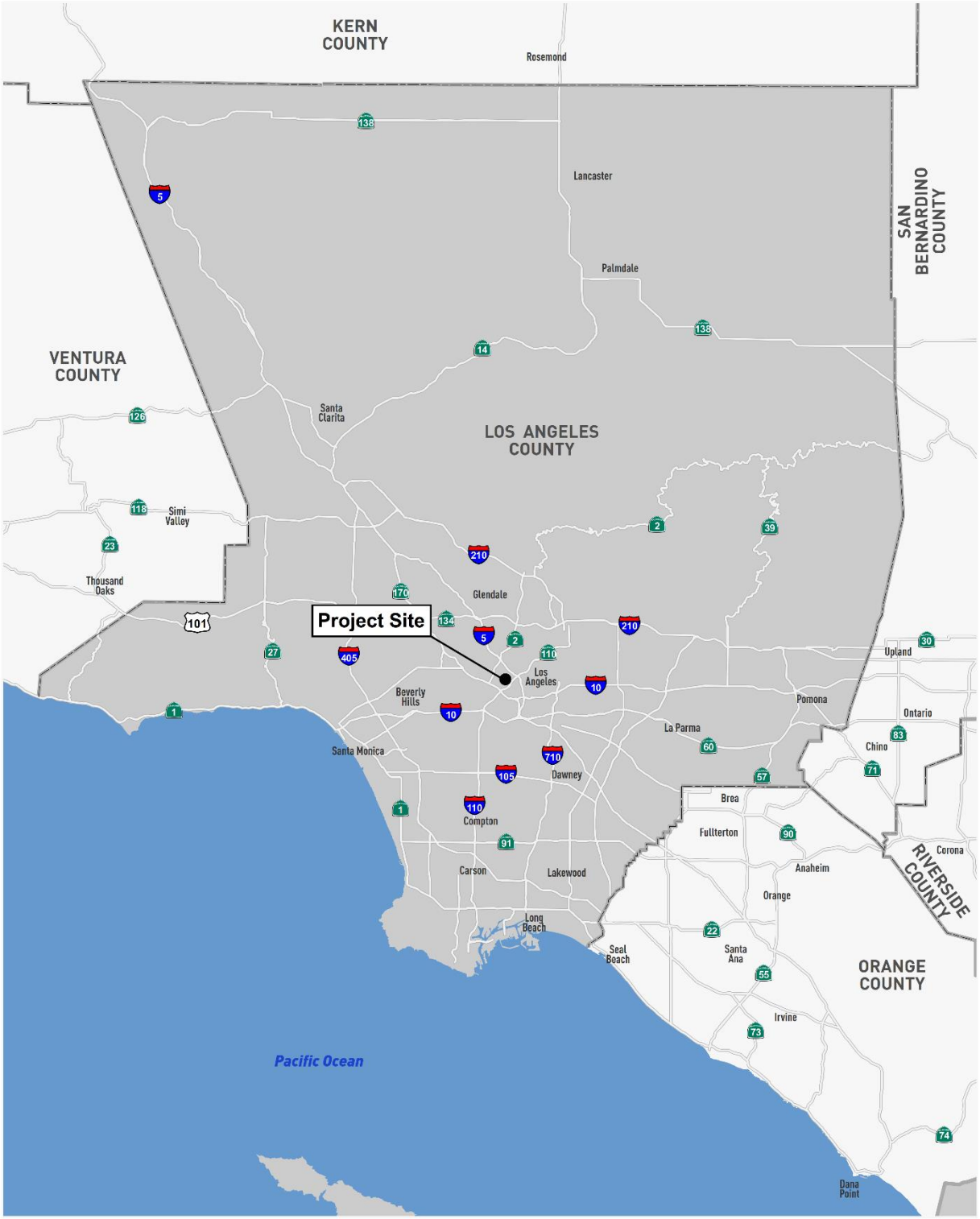
Attendees are invited to call 213-418-3423 at least 72 hours in advance of the meeting for more information, to arrange ADA accommodations and/or to request additional translation support.

COMMENT DUE DATE: A 45-day comment period for this NOP will begin on October 1, 2020, and conclude on November 16, 2020. Written comments on the scope of the Draft EIR, including the Project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro by 11:59 pm PST on **November 16, 2020** at the postal address or e-mail address below. Comments may also be submitted through the virtual open house website at LAARTvirtualopenhouse.org.

ADDRESSES: Written or electronic (e-mail) comments may be sent to Mr. Cory Zelmer, Deputy Executive Officer, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or via email at LAART@metro.net.

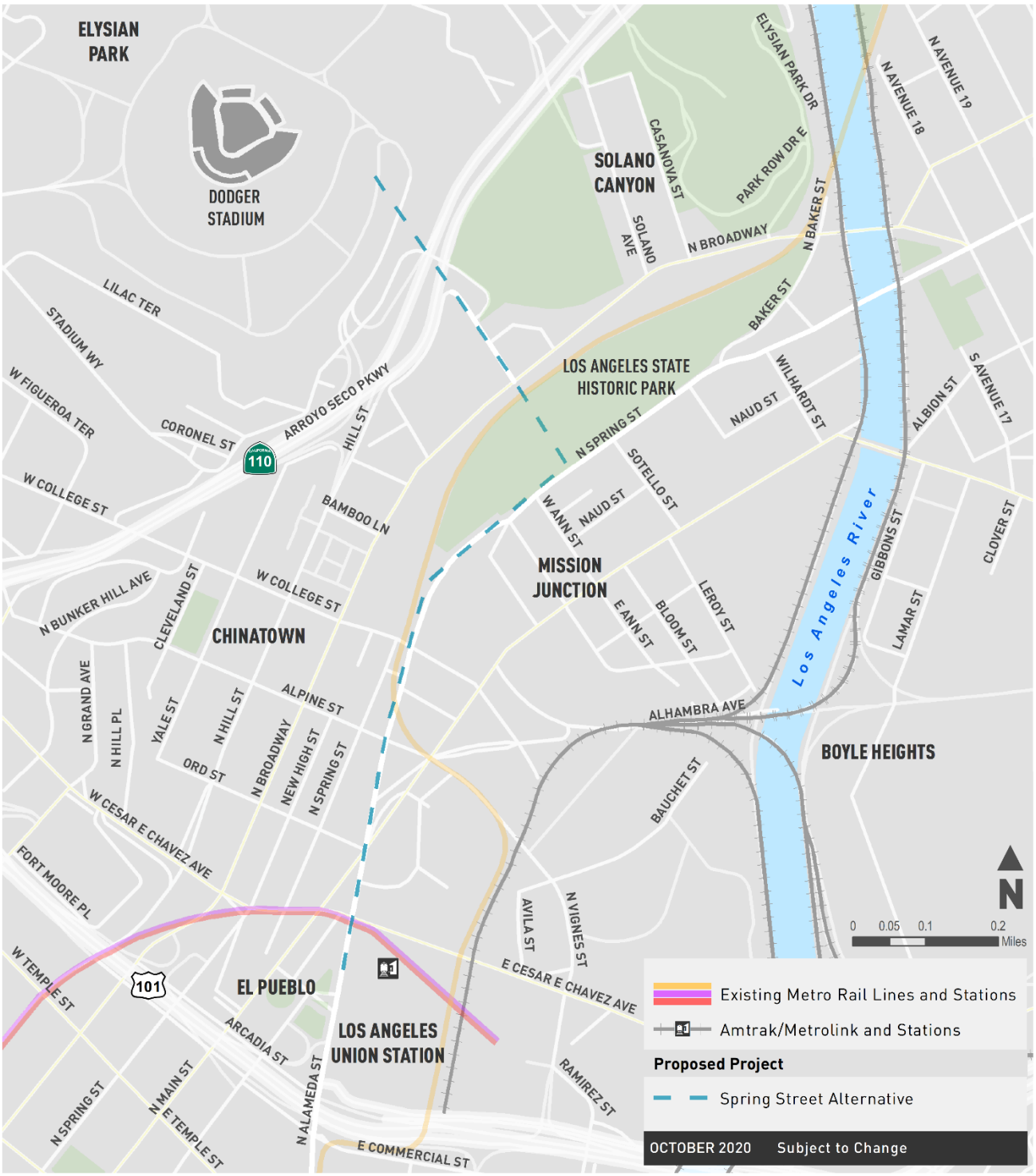
For more information, please visit metro.net/aerialrapidtransit, or please call 213-418-3423.

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



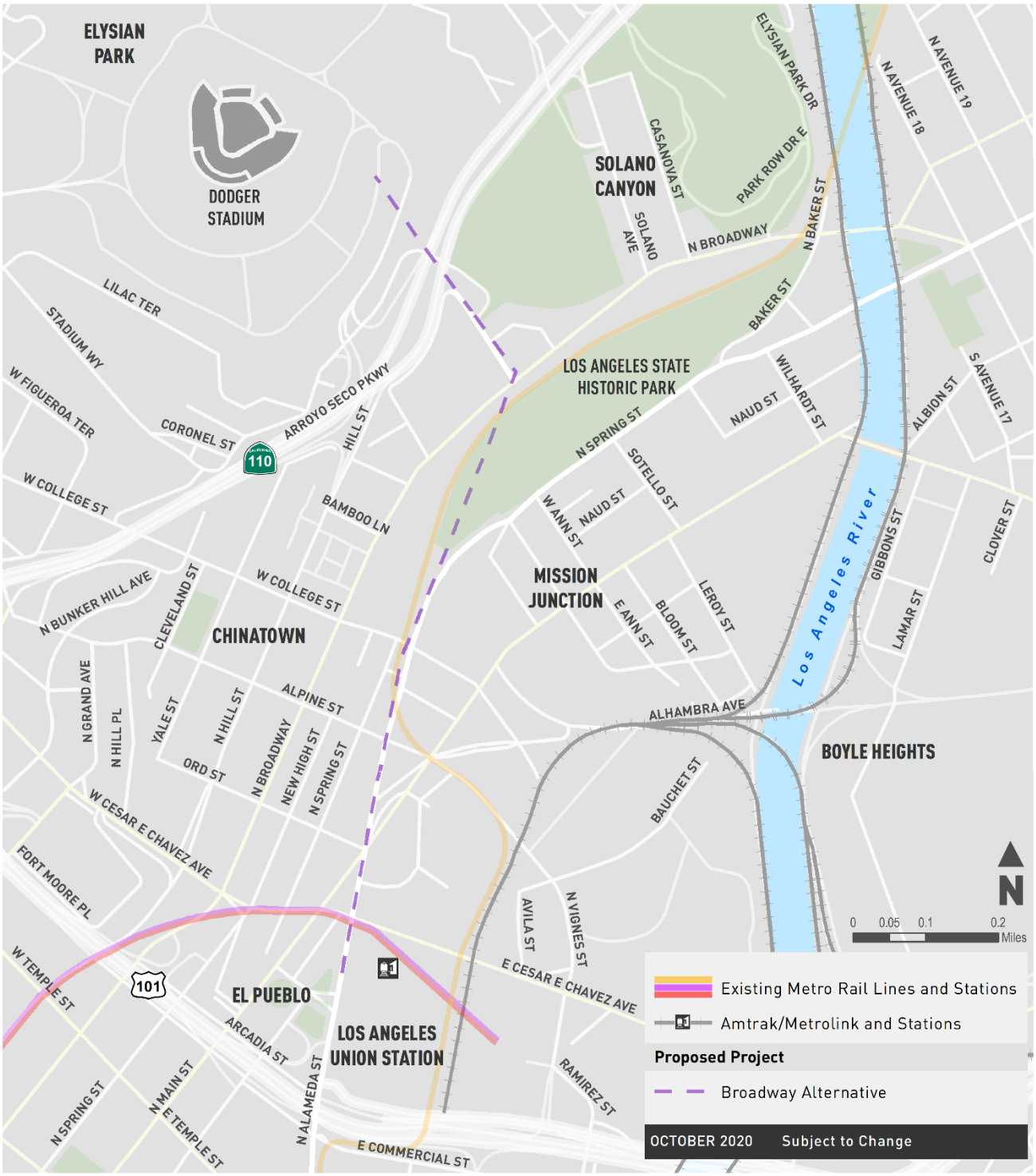
Metro

Figure 1: Regional Map



Metro

Figure 2:
Proposed Spring Street Alternative



Metro

Figure 3:
Proposed Broadway Alternative

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



Portland, Oregon



London, England



Koblenz, Germany



Roosevelt Island, New York



Mexico City, Mexico



Lantau Island, Hong Kong



La Paz, Bolivia

Metro

Figure 4:
Examples of Gondola Systems

From: Kibriya, Fareeha
Sent: Thursday, October 08, 2020 7:21 PM
To: osmaf.info@gmail.com
Cc: Zelmer, Cory
Subject: Los Angeles Aerial Rapid Transit - Notice of Preparation
Attachments: LA_AerialRapidTransit_NOP.pdf

Dear Michael Mariscal:

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit.

A Notice of Preparation (NOP) was made available to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. A NOP was mailed to your address, but as we did not receive a delivery notification, we are following up with an email. Attached please find the NOP for your information. The NOP public scoping period runs from October 1, 2020, to November 16, 2020.

For more information, please visit https://www.metro.net/projects/aerial-rapid-transit/.

Thank you.

Los Angeles County
Metropolitan Transportation Authority

Metro

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000
metro.net

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	October 1, 2020
TO:	Agencies, Organizations and Interested Parties
SUBJECT:	Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE:	Los Angeles Aerial Rapid Transit Project
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit Project (proposed Project) in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000–15387). The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. Metro is requesting comments from public agencies on the scope and content of the environmental information relevant to their statutory responsibilities with regard to the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Metro is also inviting organizations and interested parties to submit comments on the scope of the environmental document related to the proposed Project.

PROJECT DESCRIPTION: The proposed Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders. The proposed Project would provide an aerial rapid transit option from LAUS for visitors to Dodger Stadium, as well as the Los Angeles State Historic Park and Elysian Park, while reducing traffic that currently impacts residents of surrounding communities, who can also utilize the aerial gondola system to access the regional transit system accessible at LAUS. The proposed route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. The proposed Project includes options for an intermediate station to provide additional transit service adjacent to the Los Angeles State Historic Park and the location where the proposed Project flies over portions of the Park (the Spring Street Alternative and Broadway Alternative). 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 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes. Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.

Figure 1 shows the regional location of the proposed Project and Figures 2 and 3 provide an overview of the Spring Street Alternative and Broadway Alternative, respectively. Figure 4 provides examples of modern aerial rapid transit (ART) systems that are currently operating in several urban locations around the world.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed Project would be located in the City of Los Angeles, within or adjacent to the communities of El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, and Elysian Park. The proposed Project would generally be located within the public right-of-way, and in connection with providing additional transit service adjacent to the Los Angeles State Historic Park, would fly over the Park, which is managed by the California Department of Parks and Recreation, and SR-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public facilities uses.

PROJECT PURPOSE: The overall purpose of the proposed Project is to expand mobility options for transit riders through a permanent direct transit connection between LAUS and Dodger Stadium, a regional event center, via an aerial gondola system. The proposed Project aims to reduce traffic congestion and associated greenhouse gas emissions during game and special event days. The proposed Project provides the potential to increase transit access for open space, parks, and the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. Aerial rapid transit is a proven, safe, quiet, sustainable, high capacity, and highly efficient form of transportation. The proposed Project would function as a reliable rapid transit system, a first/last mile connector, and an iconic new regional tourist destination that offers scenic views of Los Angeles.

PROJECT ALTERNATIVES: A "No-Build" alternative will be analyzed, where no aerial gondola system is installed. Alternative locations for passenger stations, a non-passenger junction, and towers, as well as potential arrangements within a non-passenger junction to allow for passengers, may be evaluated.

The proposed Project would generally be located in the public right-of-way and would commence adjacent to LAUS and El Pueblo following Alameda Street and Spring Street in a northeast direction through the community of Chinatown, flying over the Los Angeles State Historic Park to Bishops Road and then flying over the SR-110 and terminating at Dodger Stadium, located in the community of Elysian Park. Two potential alternatives for providing transit service adjacent to, and flying over the Los Angeles State Historic Park, are being considered. In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, the aerial gondola system would travel northwest with a Park Station on Spring Street and fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way (see Figure 2). The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way and continue northwest to an intermediate station at the intersection of North Broadway and Bishops Road (see Figure 3).

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the proposed Project on the environment. The Draft EIR will address all environmental topics listed in Appendix G of the CEQA Guidelines, as listed below.

- Aesthetics
- Agriculture and forestry resources
- Air quality
- Biological resources
- Cultural and historic resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Transportation
- Tribal cultural resources
- Utilities and service systems
- Wildfire

Mitigation measures to reduce potentially significant impacts during construction and operation of the proposed Project will also be identified in the Draft EIR.

VIRTUAL OPEN HOUSE AND VIRTUAL SCOPING MEETING: As part of the EIR scoping process, project information will be made available to the public online through two primary means: (1) a virtual "open house"; and (2) a virtual scoping meeting. The purpose of the virtual open house is to provide an overview of the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. The virtual open house will be accessible to stakeholders and the public throughout the public review period. Please access the virtual open house at LAARTvirtualopenhouse.org or through Metro's website at metro.net/aerialrapidtransit.

The virtual scoping meeting will be held on October 22, 2020, from 6:00 p.m. to 8:00 p.m. The virtual scoping meeting will include an introduction to the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. Stakeholders and the public may submit questions during the online meeting. A recording of the scoping meeting will be posted on the Metro website and the virtual open house following the meeting. Please check Metro's website at metro.net/aerialrapidtransit to confirm the availability of and the instructions for accessing the virtual scoping meeting.

This NOP and a fact sheet will also be available in Spanish and Cantonese via the virtual open house at LAARTvirtualopenhouse.org and Metro's website at metro.net/aerialrapidtransit. In addition, Spanish and Cantonese interpretation will be available during the virtual scoping meeting.

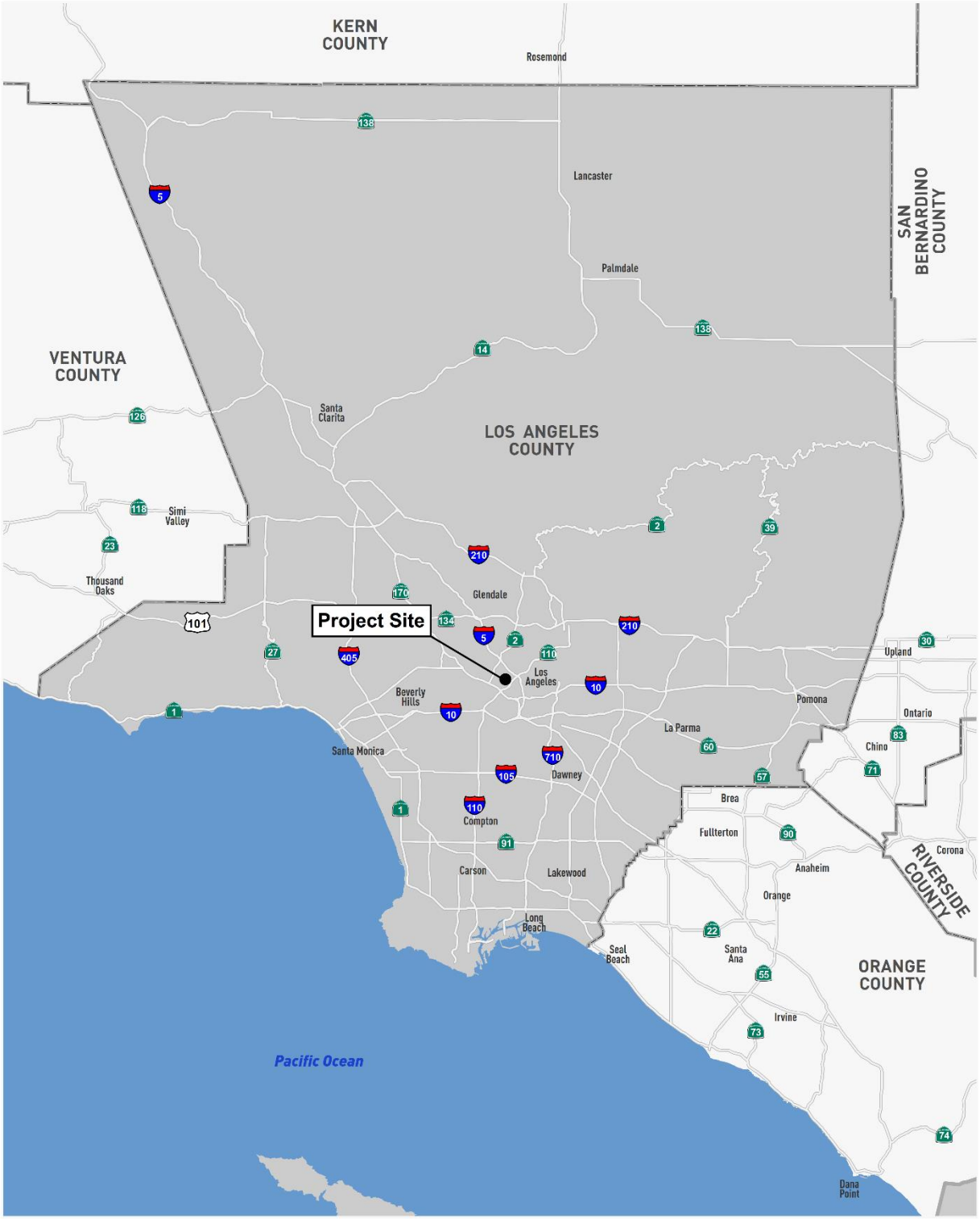
Attendees are invited to call 213-418-3423 at least 72 hours in advance of the meeting for more information, to arrange ADA accommodations and/or to request additional translation support.

COMMENT DUE DATE: A 45-day comment period for this NOP will begin on October 1, 2020, and conclude on November 16, 2020. Written comments on the scope of the Draft EIR, including the Project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro by 11:59 pm PST on **November 16, 2020** at the postal address or e-mail address below. Comments may also be submitted through the virtual open house website at LAARTvirtualopenhouse.org.

ADDRESSES: Written or electronic (e-mail) comments may be sent to Mr. Cory Zelmer, Deputy Executive Officer, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or via email at LAART@metro.net.

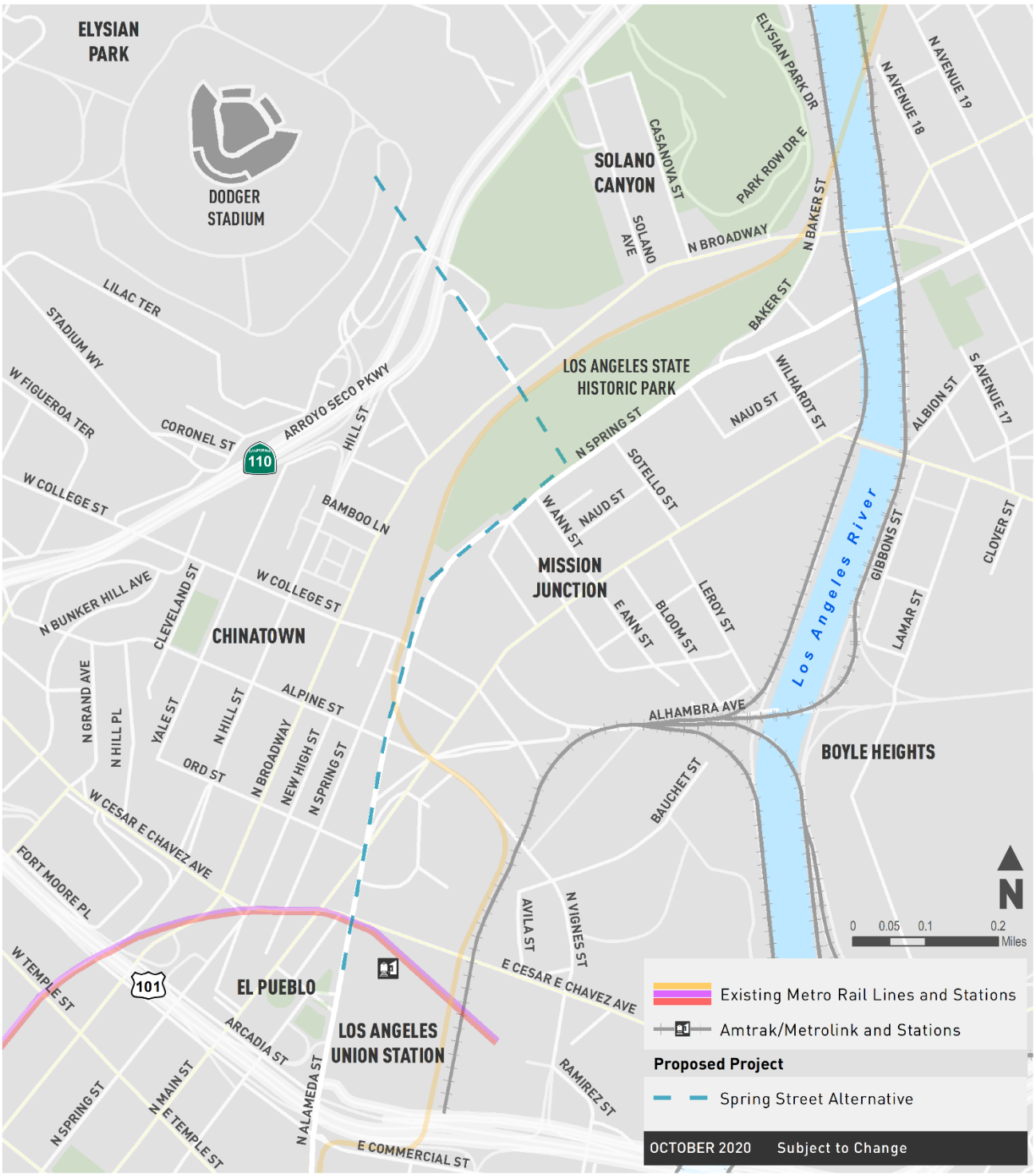
For more information, please visit metro.net/aerialrapidtransit, or please call 213-418-3423.

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



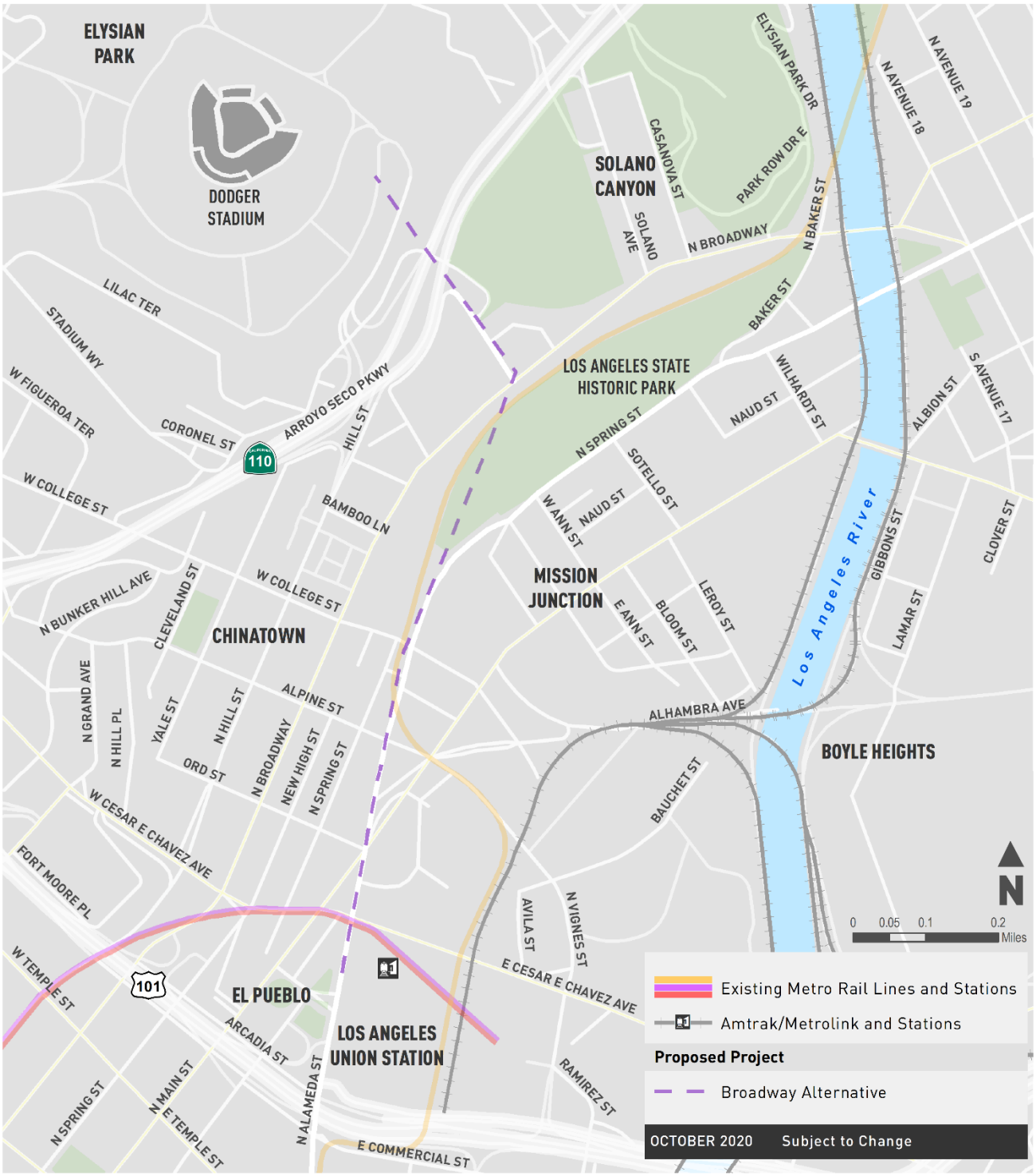
Metro

Figure 1: Regional Map



Metro

Figure 2:
Proposed Spring Street Alternative



Metro

Figure 3:
Proposed Broadway Alternative

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



Portland, Oregon



London, England



Koblenz, Germany



Roosevelt Island, New York



Mexico City, Mexico



Lantau Island, Hong Kong



La Paz, Bolivia

Metro

Figure 4:
Examples of Gondola Systems

From: Kibriya, Fareeha
Sent: Thursday, October 08, 2020 7:22 PM
To: patti.berman@dlanc.com
Cc: Zelmer, Cory
Subject: Los Angeles Aerial Rapid Transit - Notice of Preparation
Attachments: LA_AerialRapidTransit_NOP.pdf

Dear Patti Berman:

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit.

A Notice of Preparation (NOP) was made available to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. A NOP was mailed to your address, but as we did not receive a delivery notification, we are following up with an email. Attached please find the NOP for your information. The NOP public scoping period runs from October 1, 2020, to November 16, 2020.

For more information, please visit https://www.metro.net/projects/aerial-rapid-transit/.

Thank you.

Los Angeles County
Metropolitan Transportation Authority

Metro

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000
metro.net

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	October 1, 2020
TO:	Agencies, Organizations and Interested Parties
SUBJECT:	Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE:	Los Angeles Aerial Rapid Transit Project
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit Project (proposed Project) in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000–15387). The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. Metro is requesting comments from public agencies on the scope and content of the environmental information relevant to their statutory responsibilities with regard to the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Metro is also inviting organizations and interested parties to submit comments on the scope of the environmental document related to the proposed Project.

PROJECT DESCRIPTION: The proposed Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders. The proposed Project would provide an aerial rapid transit option from LAUS for visitors to Dodger Stadium, as well as the Los Angeles State Historic Park and Elysian Park, while reducing traffic that currently impacts residents of surrounding communities, who can also utilize the aerial gondola system to access the regional transit system accessible at LAUS. The proposed route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. The proposed Project includes options for an intermediate station to provide additional transit service adjacent to the Los Angeles State Historic Park and the location where the proposed Project flies over portions of the Park (the Spring Street Alternative and Broadway Alternative). 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 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes. Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.

Figure 1 shows the regional location of the proposed Project and Figures 2 and 3 provide an overview of the Spring Street Alternative and Broadway Alternative, respectively. Figure 4 provides examples of modern aerial rapid transit (ART) systems that are currently operating in several urban locations around the world.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed Project would be located in the City of Los Angeles, within or adjacent to the communities of El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, and Elysian Park. The proposed Project would generally be located within the public right-of-way, and in connection with providing additional transit service adjacent to the Los Angeles State Historic Park, would fly over the Park, which is managed by the California Department of Parks and Recreation, and SR-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public facilities uses.

PROJECT PURPOSE: The overall purpose of the proposed Project is to expand mobility options for transit riders through a permanent direct transit connection between LAUS and Dodger Stadium, a regional event center, via an aerial gondola system. The proposed Project aims to reduce traffic congestion and associated greenhouse gas emissions during game and special event days. The proposed Project provides the potential to increase transit access for open space, parks, and the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. Aerial rapid transit is a proven, safe, quiet, sustainable, high capacity, and highly efficient form of transportation. The proposed Project would function as a reliable rapid transit system, a first/last mile connector, and an iconic new regional tourist destination that offers scenic views of Los Angeles.

PROJECT ALTERNATIVES: A "No-Build" alternative will be analyzed, where no aerial gondola system is installed. Alternative locations for passenger stations, a non-passenger junction, and towers, as well as potential arrangements within a non-passenger junction to allow for passengers, may be evaluated.

The proposed Project would generally be located in the public right-of-way and would commence adjacent to LAUS and El Pueblo following Alameda Street and Spring Street in a northeast direction through the community of Chinatown, flying over the Los Angeles State Historic Park to Bishops Road and then flying over the SR-110 and terminating at Dodger Stadium, located in the community of Elysian Park. Two potential alternatives for providing transit service adjacent to, and flying over the Los Angeles State Historic Park, are being considered. In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, the aerial gondola system would travel northwest with a Park Station on Spring Street and fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way (see Figure 2). The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way and continue northwest to an intermediate station at the intersection of North Broadway and Bishops Road (see Figure 3).

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the proposed Project on the environment. The Draft EIR will address all environmental topics listed in Appendix G of the CEQA Guidelines, as listed below.

- Aesthetics
- Agriculture and forestry resources
- Air quality
- Biological resources
- Cultural and historic resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Transportation
- Tribal cultural resources
- Utilities and service systems
- Wildfire

Mitigation measures to reduce potentially significant impacts during construction and operation of the proposed Project will also be identified in the Draft EIR.

VIRTUAL OPEN HOUSE AND VIRTUAL SCOPING MEETING: As part of the EIR scoping process, project information will be made available to the public online through two primary means: (1) a virtual "open house"; and (2) a virtual scoping meeting. The purpose of the virtual open house is to provide an overview of the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. The virtual open house will be accessible to stakeholders and the public throughout the public review period. Please access the virtual open house at LAARTvirtualopenhouse.org or through Metro's website at metro.net/aerialrapidtransit.

The virtual scoping meeting will be held on October 22, 2020, from 6:00 p.m. to 8:00 p.m. The virtual scoping meeting will include an introduction to the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. Stakeholders and the public may submit questions during the online meeting. A recording of the scoping meeting will be posted on the Metro website and the virtual open house following the meeting. Please check Metro's website at metro.net/aerialrapidtransit to confirm the availability of and the instructions for accessing the virtual scoping meeting.

This NOP and a fact sheet will also be available in Spanish and Cantonese via the virtual open house at LAARTvirtualopenhouse.org and Metro's website at metro.net/aerialrapidtransit. In addition, Spanish and Cantonese interpretation will be available during the virtual scoping meeting.

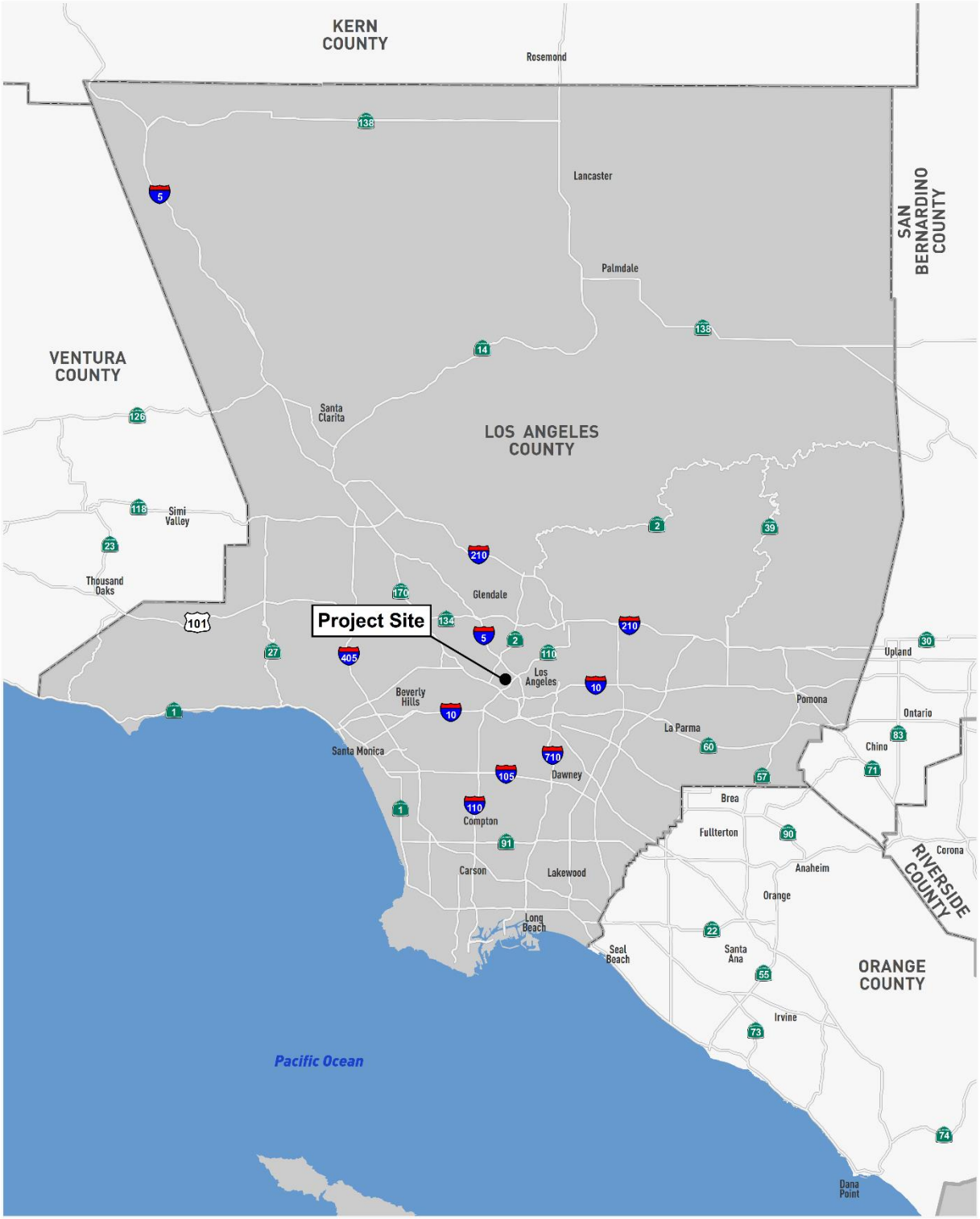
Attendees are invited to call 213-418-3423 at least 72 hours in advance of the meeting for more information, to arrange ADA accommodations and/or to request additional translation support.

COMMENT DUE DATE: A 45-day comment period for this NOP will begin on October 1, 2020, and conclude on November 16, 2020. Written comments on the scope of the Draft EIR, including the Project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro by 11:59 pm PST on **November 16, 2020** at the postal address or e-mail address below. Comments may also be submitted through the virtual open house website at LAARTvirtualopenhouse.org.

ADDRESSES: Written or electronic (e-mail) comments may be sent to Mr. Cory Zelmer, Deputy Executive Officer, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or via email at LAART@metro.net.

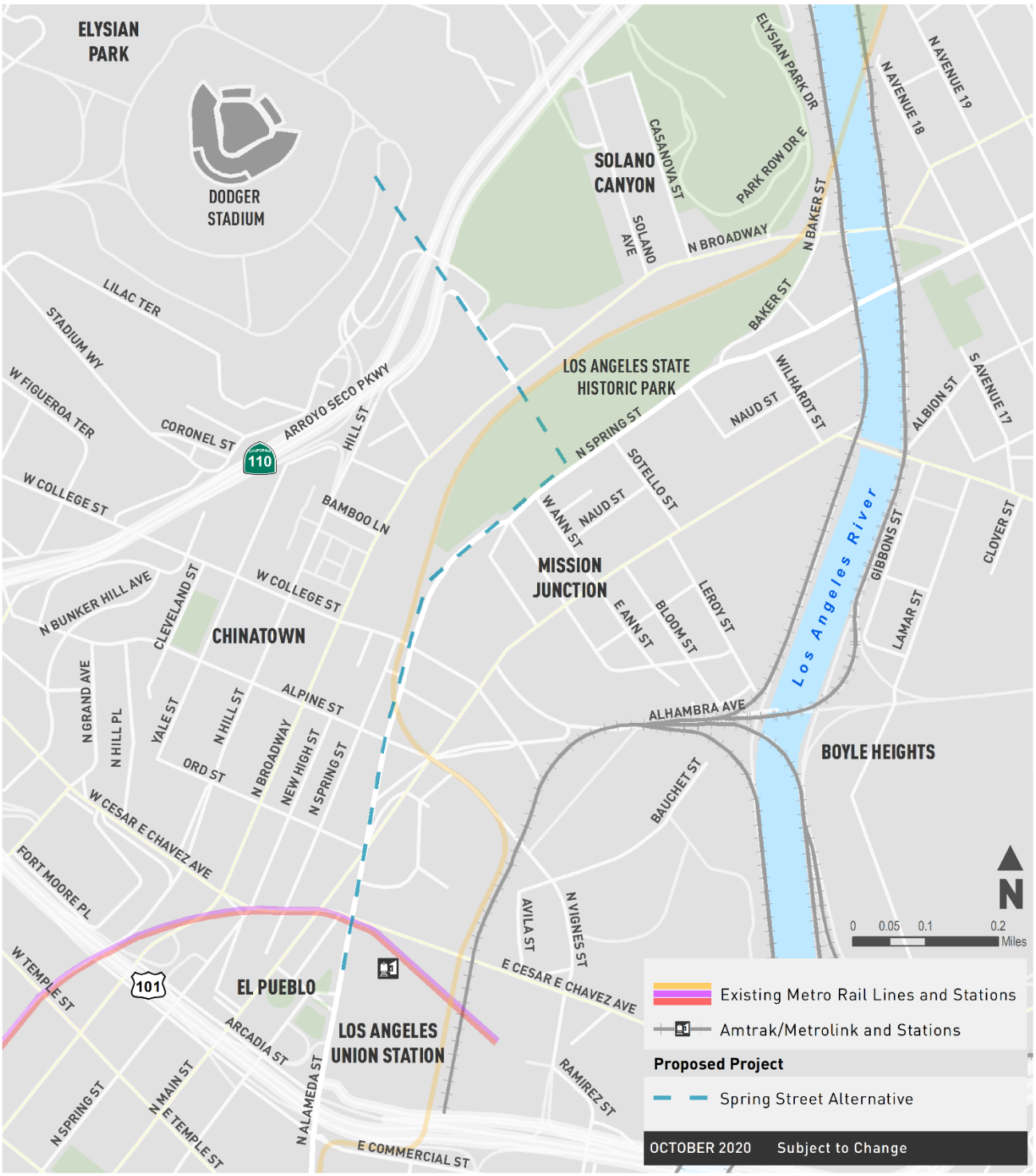
For more information, please visit metro.net/aerialrapidtransit, or please call 213-418-3423.

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



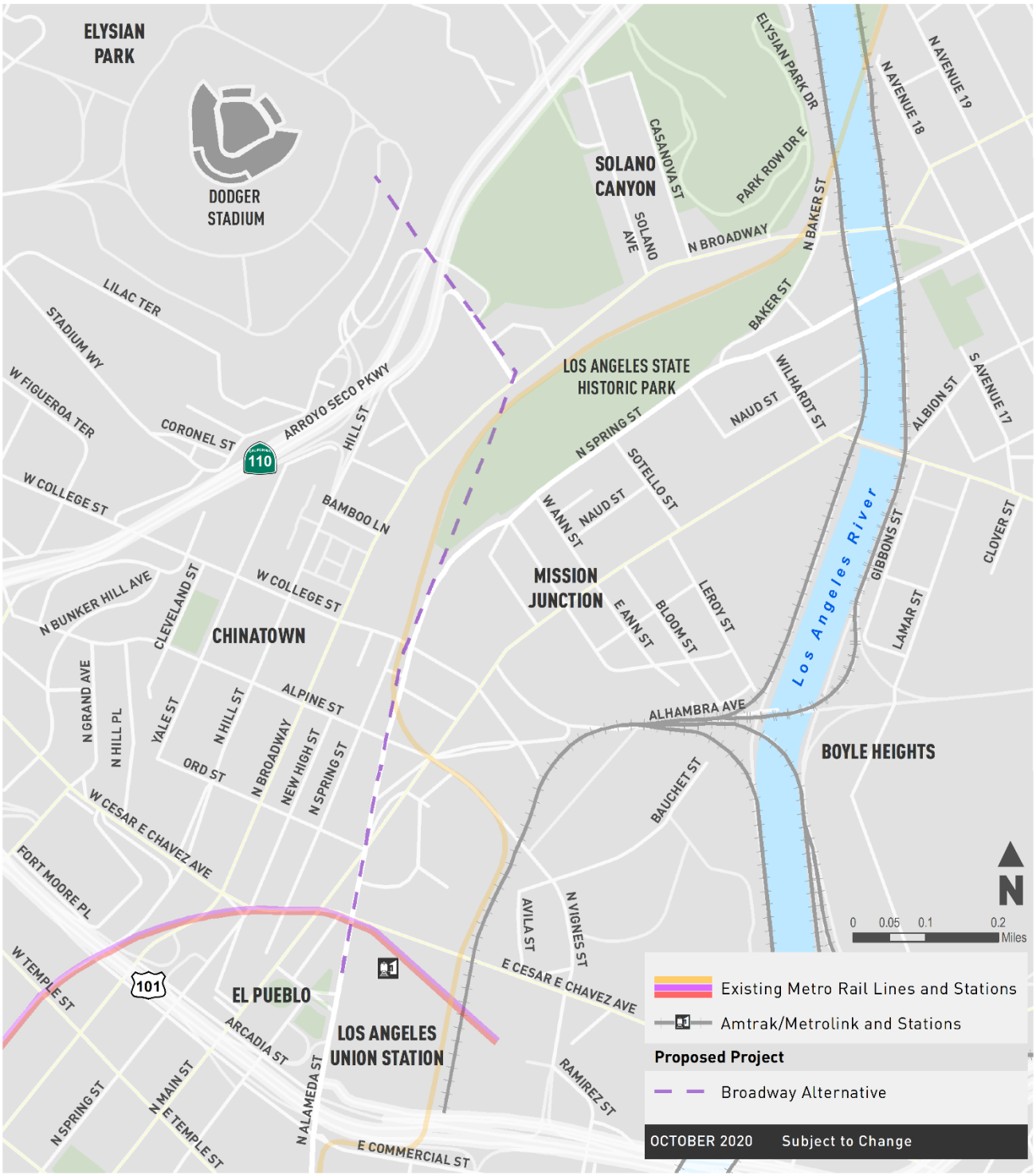
Metro

Figure 1: Regional Map



Metro

Figure 2:
Proposed Spring Street Alternative



Metro

Figure 3:
Proposed Broadway Alternative

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



Portland, Oregon



London, England



Koblenz, Germany



Roosevelt Island, New York



Mexico City, Mexico



Lantau Island, Hong Kong



La Paz, Bolivia

Metro

Figure 4:
Examples of Gondola Systems

From: Kibriya, Fareeha
Sent: Thursday, October 08, 2020 7:16 PM
To: senator.durazo@sen.ca.gov
Cc: Zelmer, Cory
Subject: Los Angeles Aerial Rapid Transit - Notice of Preparation
Attachments: LA_AerialRapidTransit_NOP.pdf

Dear Senator Durazo:

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit.

A Notice of Preparation (NOP) was made available to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. A NOP was mailed to your address, but as we did not receive a delivery notification, we are following up with an email. Attached please find the NOP for your information. The NOP public scoping period runs from October 1, 2020, to November 16, 2020.

For more information, please visit https://www.metro.net/projects/aerial-rapid-transit/.

Thank you.

Los Angeles County
Metropolitan Transportation Authority

Metro

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000
metro.net

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	October 1, 2020
TO:	Agencies, Organizations and Interested Parties
SUBJECT:	Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE:	Los Angeles Aerial Rapid Transit Project
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit Project (proposed Project) in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000–15387). The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. Metro is requesting comments from public agencies on the scope and content of the environmental information relevant to their statutory responsibilities with regard to the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Metro is also inviting organizations and interested parties to submit comments on the scope of the environmental document related to the proposed Project.

PROJECT DESCRIPTION: The proposed Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders. The proposed Project would provide an aerial rapid transit option from LAUS for visitors to Dodger Stadium, as well as the Los Angeles State Historic Park and Elysian Park, while reducing traffic that currently impacts residents of surrounding communities, who can also utilize the aerial gondola system to access the regional transit system accessible at LAUS. The proposed route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. The proposed Project includes options for an intermediate station to provide additional transit service adjacent to the Los Angeles State Historic Park and the location where the proposed Project flies over portions of the Park (the Spring Street Alternative and Broadway Alternative). 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 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes. Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.

Figure 1 shows the regional location of the proposed Project and Figures 2 and 3 provide an overview of the Spring Street Alternative and Broadway Alternative, respectively. Figure 4 provides examples of modern aerial rapid transit (ART) systems that are currently operating in several urban locations around the world.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed Project would be located in the City of Los Angeles, within or adjacent to the communities of El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, and Elysian Park. The proposed Project would generally be located within the public right-of-way, and in connection with providing additional transit service adjacent to the Los Angeles State Historic Park, would fly over the Park, which is managed by the California Department of Parks and Recreation, and SR-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public facilities uses.

PROJECT PURPOSE: The overall purpose of the proposed Project is to expand mobility options for transit riders through a permanent direct transit connection between LAUS and Dodger Stadium, a regional event center, via an aerial gondola system. The proposed Project aims to reduce traffic congestion and associated greenhouse gas emissions during game and special event days. The proposed Project provides the potential to increase transit access for open space, parks, and the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. Aerial rapid transit is a proven, safe, quiet, sustainable, high capacity, and highly efficient form of transportation. The proposed Project would function as a reliable rapid transit system, a first/last mile connector, and an iconic new regional tourist destination that offers scenic views of Los Angeles.

PROJECT ALTERNATIVES: A "No-Build" alternative will be analyzed, where no aerial gondola system is installed. Alternative locations for passenger stations, a non-passenger junction, and towers, as well as potential arrangements within a non-passenger junction to allow for passengers, may be evaluated.

The proposed Project would generally be located in the public right-of-way and would commence adjacent to LAUS and El Pueblo following Alameda Street and Spring Street in a northeast direction through the community of Chinatown, flying over the Los Angeles State Historic Park to Bishops Road and then flying over the SR-110 and terminating at Dodger Stadium, located in the community of Elysian Park. Two potential alternatives for providing transit service adjacent to, and flying over the Los Angeles State Historic Park, are being considered. In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, the aerial gondola system would travel northwest with a Park Station on Spring Street and fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way (see Figure 2). The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way and continue northwest to an intermediate station at the intersection of North Broadway and Bishops Road (see Figure 3).

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the proposed Project on the environment. The Draft EIR will address all environmental topics listed in Appendix G of the CEQA Guidelines, as listed below.

- Aesthetics
- Agriculture and forestry resources
- Air quality
- Biological resources
- Cultural and historic resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Transportation
- Tribal cultural resources
- Utilities and service systems
- Wildfire

Mitigation measures to reduce potentially significant impacts during construction and operation of the proposed Project will also be identified in the Draft EIR.

VIRTUAL OPEN HOUSE AND VIRTUAL SCOPING MEETING: As part of the EIR scoping process, project information will be made available to the public online through two primary means: (1) a virtual "open house"; and (2) a virtual scoping meeting. The purpose of the virtual open house is to provide an overview of the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. The virtual open house will be accessible to stakeholders and the public throughout the public review period. Please access the virtual open house at LAARTvirtualopenhouse.org or through Metro's website at metro.net/aerialrapidtransit.

The virtual scoping meeting will be held on October 22, 2020, from 6:00 p.m. to 8:00 p.m. The virtual scoping meeting will include an introduction to the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. Stakeholders and the public may submit questions during the online meeting. A recording of the scoping meeting will be posted on the Metro website and the virtual open house following the meeting. Please check Metro's website at metro.net/aerialrapidtransit to confirm the availability of and the instructions for accessing the virtual scoping meeting.

This NOP and a fact sheet will also be available in Spanish and Cantonese via the virtual open house at LAARTvirtualopenhouse.org and Metro's website at metro.net/aerialrapidtransit. In addition, Spanish and Cantonese interpretation will be available during the virtual scoping meeting.

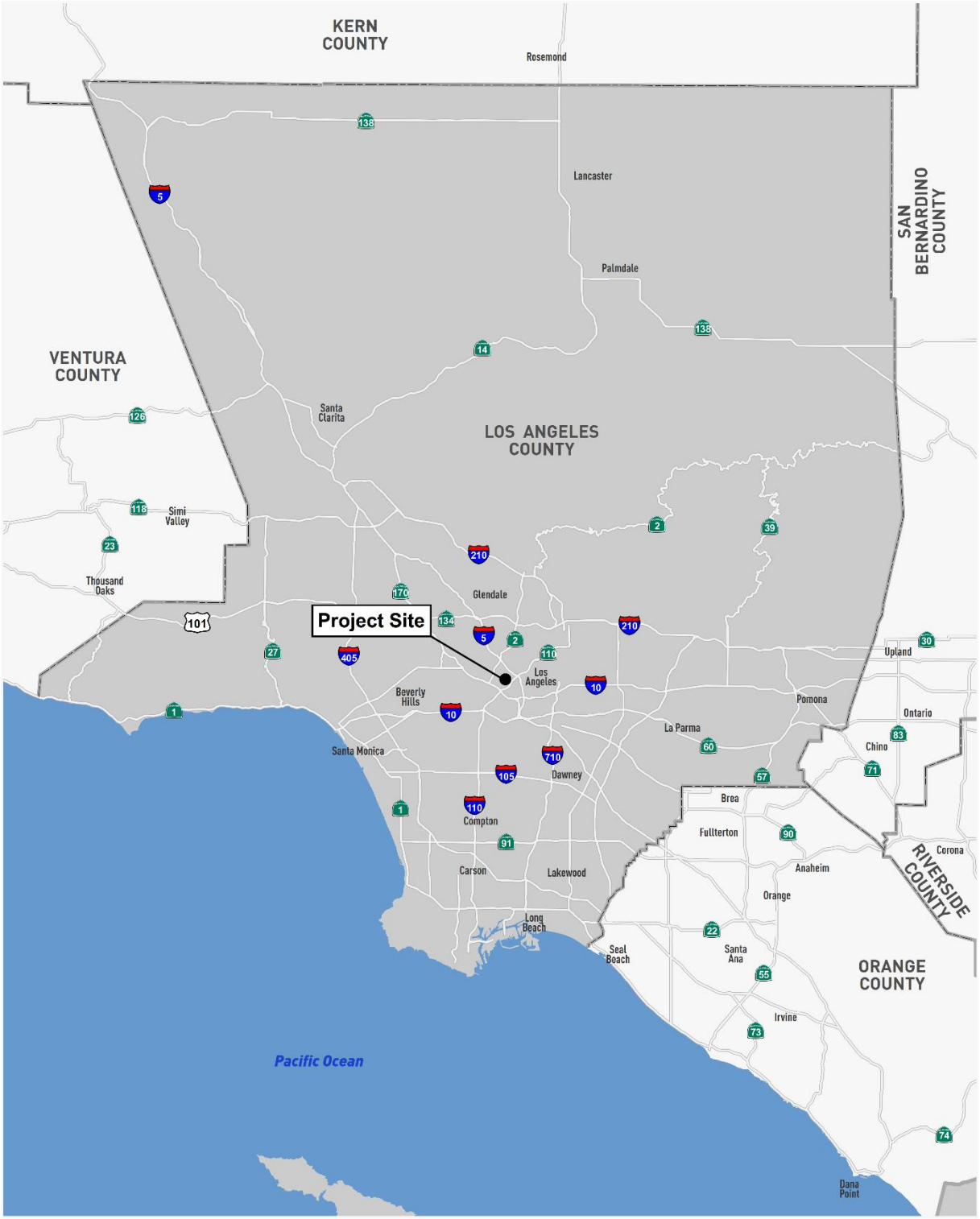
Attendees are invited to call 213-418-3423 at least 72 hours in advance of the meeting for more information, to arrange ADA accommodations and/or to request additional translation support.

COMMENT DUE DATE: A 45-day comment period for this NOP will begin on October 1, 2020, and conclude on November 16, 2020. Written comments on the scope of the Draft EIR, including the Project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro by 11:59 pm PST on **November 16, 2020** at the postal address or e-mail address below. Comments may also be submitted through the virtual open house website at LAARTvirtualopenhouse.org.

ADDRESSES: Written or electronic (e-mail) comments may be sent to Mr. Cory Zelmer, Deputy Executive Officer, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or via email at LAART@metro.net.

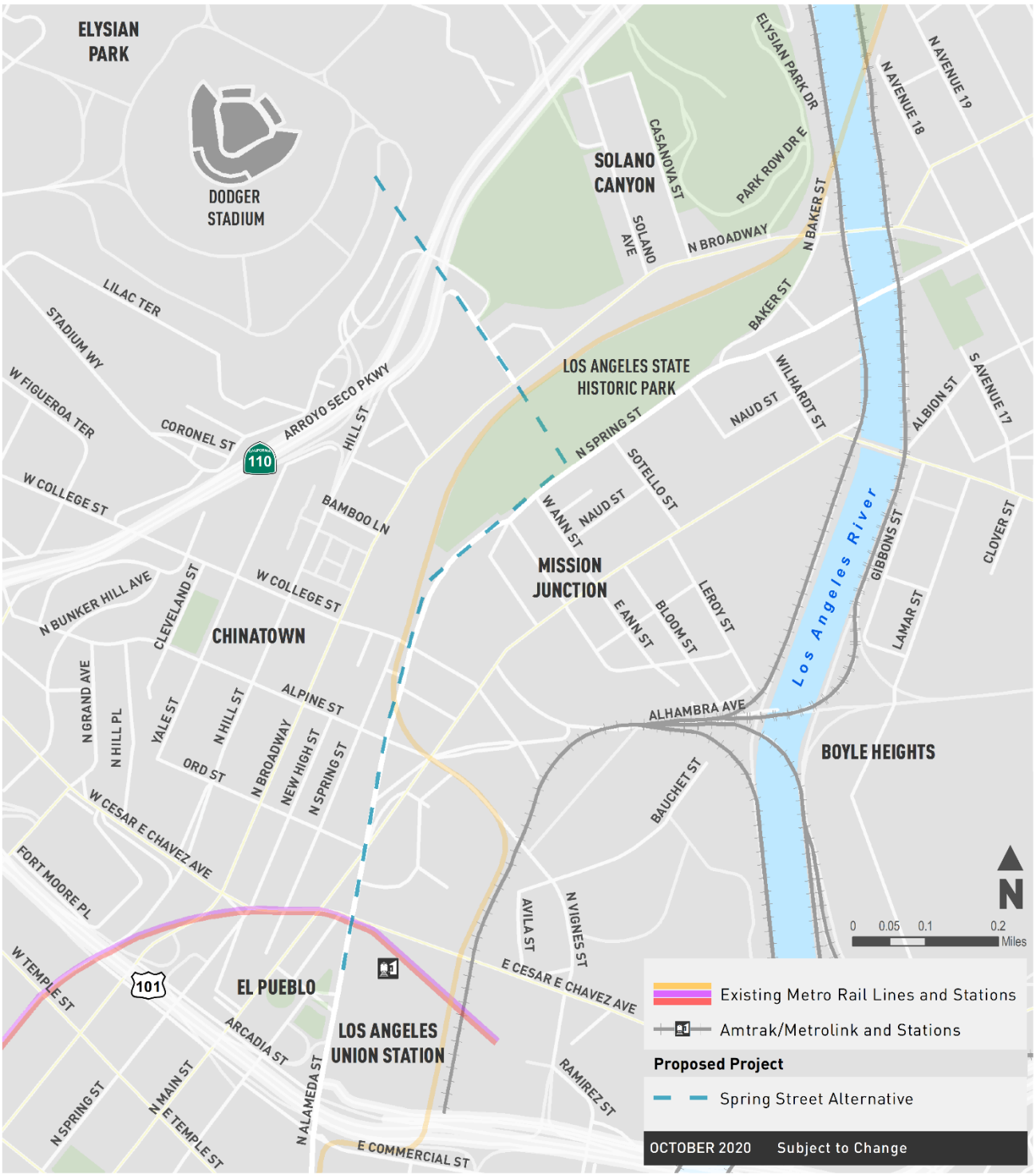
For more information, please visit metro.net/aerialrapidtransit, or please call 213-418-3423.

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



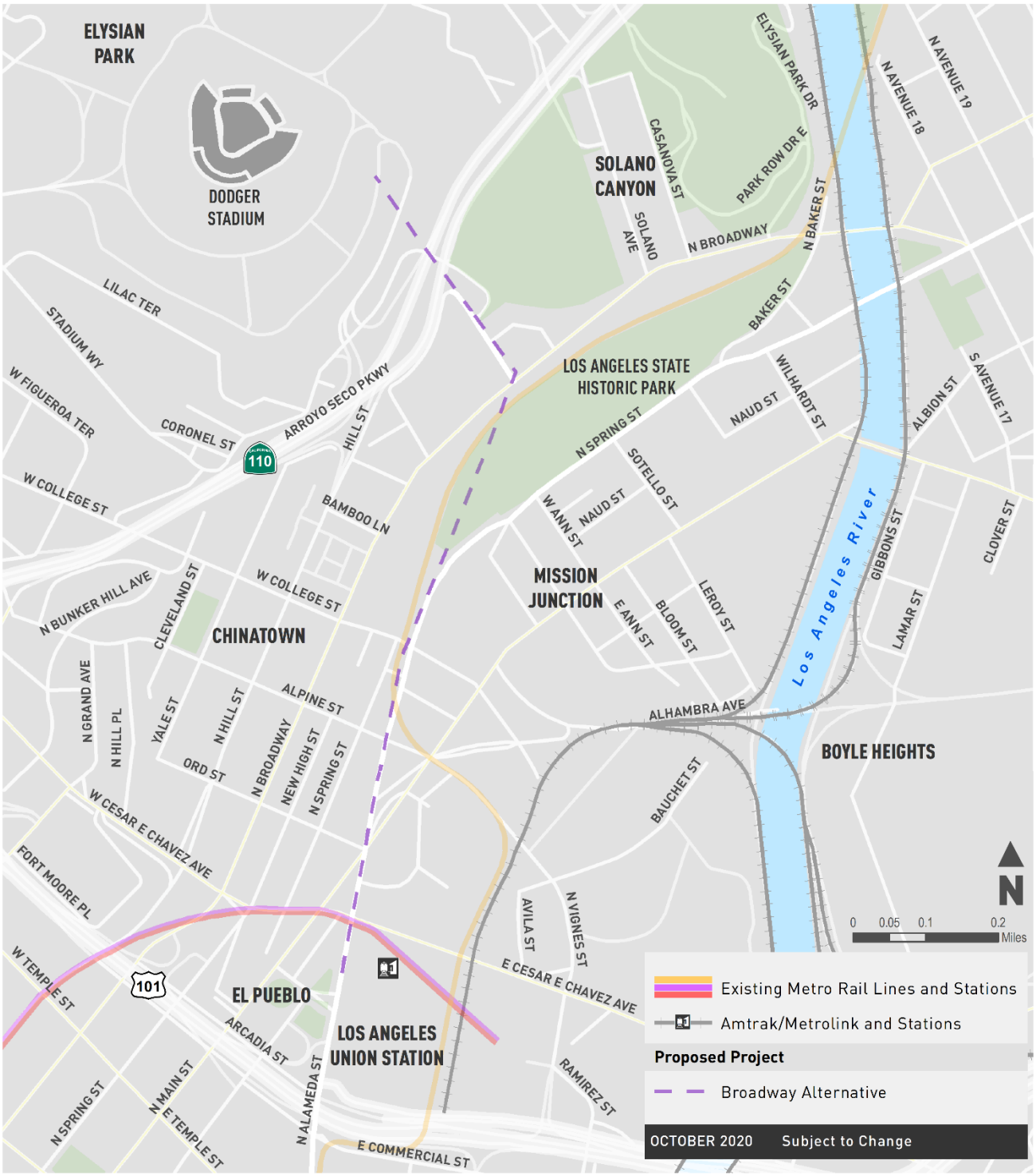
Metro

Figure 1: Regional Map



Metro

Figure 2:
Proposed Spring Street Alternative



Metro

Figure 3:
Proposed Broadway Alternative

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



Portland, Oregon



London, England



Koblenz, Germany



Roosevelt Island, New York



Mexico City, Mexico



Lantau Island, Hong Kong



La Paz, Bolivia

Metro

Figure 4:
Examples of Gondola Systems

From: Kibriya, Fareeha
Sent: Thursday, October 08, 2020 7:17 PM
To: Steve.Veres@sen.ca.gov
Cc: Zelmer, Cory
Subject: Los Angeles Aerial Rapid Transit - Notice of Preparation
Attachments: LA_AerialRapidTransit_NOP.pdf

Dear Steve Veres:

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit.

A Notice of Preparation (NOP) was made available to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. A NOP was mailed to your address, but as we did not receive a delivery notification, we are following up with an email. Attached please find the NOP for your information. The NOP public scoping period runs from October 1, 2020, to November 16, 2020.

For more information, please visit https://www.metro.net/projects/aerial-rapid-transit/.

Thank you.

Los Angeles County
Metropolitan Transportation Authority

Metro

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000
metro.net

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	October 1, 2020
TO:	Agencies, Organizations and Interested Parties
SUBJECT:	Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE:	Los Angeles Aerial Rapid Transit Project
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit Project (proposed Project) in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000–15387). The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. Metro is requesting comments from public agencies on the scope and content of the environmental information relevant to their statutory responsibilities with regard to the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Metro is also inviting organizations and interested parties to submit comments on the scope of the environmental document related to the proposed Project.

PROJECT DESCRIPTION: The proposed Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders. The proposed Project would provide an aerial rapid transit option from LAUS for visitors to Dodger Stadium, as well as the Los Angeles State Historic Park and Elysian Park, while reducing traffic that currently impacts residents of surrounding communities, who can also utilize the aerial gondola system to access the regional transit system accessible at LAUS. The proposed route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. The proposed Project includes options for an intermediate station to provide additional transit service adjacent to the Los Angeles State Historic Park and the location where the proposed Project flies over portions of the Park (the Spring Street Alternative and Broadway Alternative). 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 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes. Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.

Figure 1 shows the regional location of the proposed Project and Figures 2 and 3 provide an overview of the Spring Street Alternative and Broadway Alternative, respectively. Figure 4 provides examples of modern aerial rapid transit (ART) systems that are currently operating in several urban locations around the world.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed Project would be located in the City of Los Angeles, within or adjacent to the communities of El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, and Elysian Park. The proposed Project would generally be located within the public right-of-way, and in connection with providing additional transit service adjacent to the Los Angeles State Historic Park, would fly over the Park, which is managed by the California Department of Parks and Recreation, and SR-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public facilities uses.

PROJECT PURPOSE: The overall purpose of the proposed Project is to expand mobility options for transit riders through a permanent direct transit connection between LAUS and Dodger Stadium, a regional event center, via an aerial gondola system. The proposed Project aims to reduce traffic congestion and associated greenhouse gas emissions during game and special event days. The proposed Project provides the potential to increase transit access for open space, parks, and the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. Aerial rapid transit is a proven, safe, quiet, sustainable, high capacity, and highly efficient form of transportation. The proposed Project would function as a reliable rapid transit system, a first/last mile connector, and an iconic new regional tourist destination that offers scenic views of Los Angeles.

PROJECT ALTERNATIVES: A "No-Build" alternative will be analyzed, where no aerial gondola system is installed. Alternative locations for passenger stations, a non-passenger junction, and towers, as well as potential arrangements within a non-passenger junction to allow for passengers, may be evaluated.

The proposed Project would generally be located in the public right-of-way and would commence adjacent to LAUS and El Pueblo following Alameda Street and Spring Street in a northeast direction through the community of Chinatown, flying over the Los Angeles State Historic Park to Bishops Road and then flying over the SR-110 and terminating at Dodger Stadium, located in the community of Elysian Park. Two potential alternatives for providing transit service adjacent to, and flying over the Los Angeles State Historic Park, are being considered. In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, the aerial gondola system would travel northwest with a Park Station on Spring Street and fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way (see Figure 2). The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way and continue northwest to an intermediate station at the intersection of North Broadway and Bishops Road (see Figure 3).

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the proposed Project on the environment. The Draft EIR will address all environmental topics listed in Appendix G of the CEQA Guidelines, as listed below.

- Aesthetics
- Agriculture and forestry resources
- Air quality
- Biological resources
- Cultural and historic resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Transportation
- Tribal cultural resources
- Utilities and service systems
- Wildfire

Mitigation measures to reduce potentially significant impacts during construction and operation of the proposed Project will also be identified in the Draft EIR.

VIRTUAL OPEN HOUSE AND VIRTUAL SCOPING MEETING: As part of the EIR scoping process, project information will be made available to the public online through two primary means: (1) a virtual "open house"; and (2) a virtual scoping meeting. The purpose of the virtual open house is to provide an overview of the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. The virtual open house will be accessible to stakeholders and the public throughout the public review period. Please access the virtual open house at LAARTvirtualopenhouse.org or through Metro's website at metro.net/aerialrapidtransit.

The virtual scoping meeting will be held on October 22, 2020, from 6:00 p.m. to 8:00 p.m. The virtual scoping meeting will include an introduction to the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. Stakeholders and the public may submit questions during the online meeting. A recording of the scoping meeting will be posted on the Metro website and the virtual open house following the meeting. Please check Metro's website at metro.net/aerialrapidtransit to confirm the availability of and the instructions for accessing the virtual scoping meeting.

This NOP and a fact sheet will also be available in Spanish and Cantonese via the virtual open house at LAARTvirtualopenhouse.org and Metro's website at metro.net/aerialrapidtransit. In addition, Spanish and Cantonese interpretation will be available during the virtual scoping meeting.

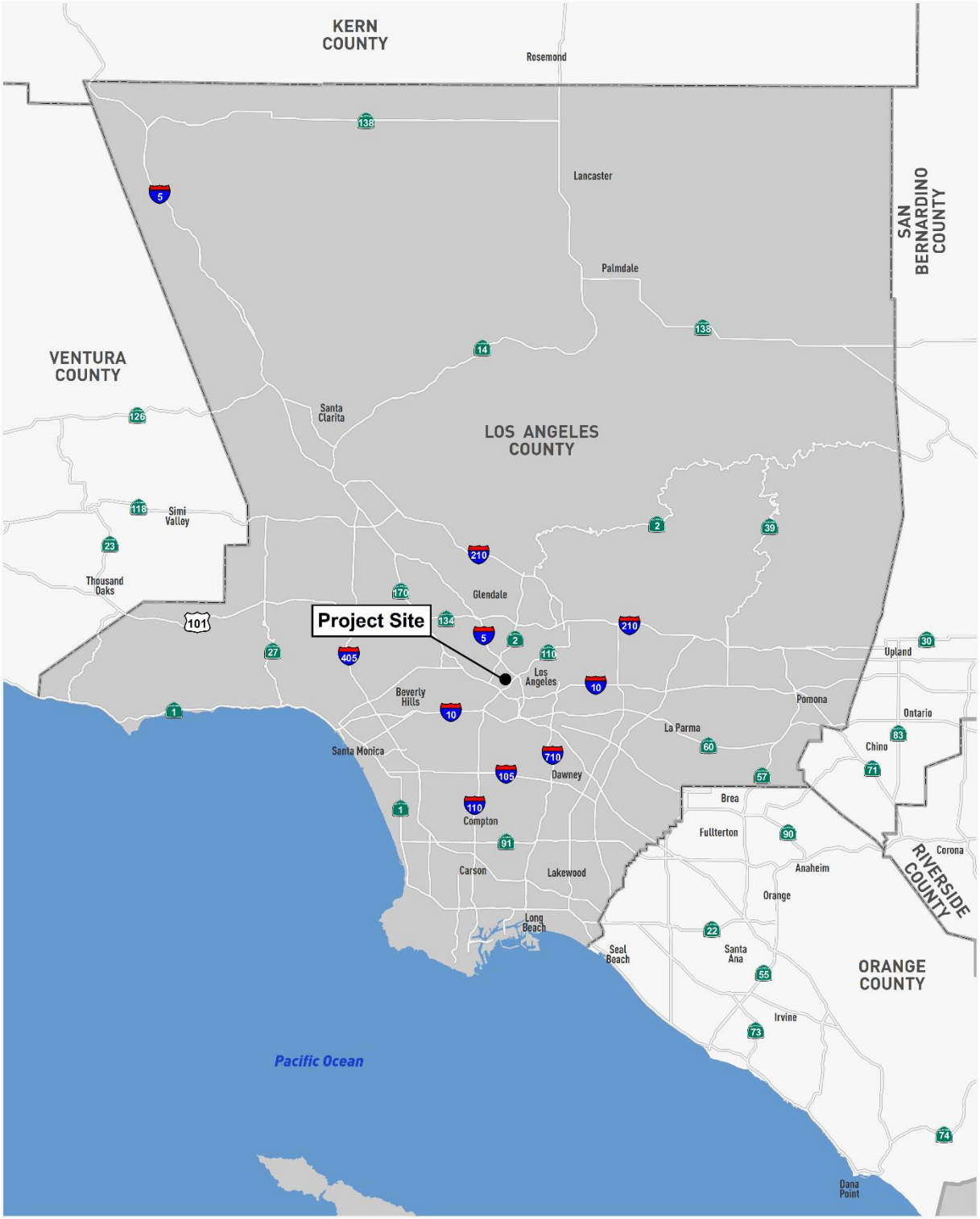
Attendees are invited to call 213-418-3423 at least 72 hours in advance of the meeting for more information, to arrange ADA accommodations and/or to request additional translation support.

COMMENT DUE DATE: A 45-day comment period for this NOP will begin on October 1, 2020, and conclude on November 16, 2020. Written comments on the scope of the Draft EIR, including the Project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro by 11:59 pm PST on **November 16, 2020** at the postal address or e-mail address below. Comments may also be submitted through the virtual open house website at LAARTvirtualopenhouse.org.

ADDRESSES: Written or electronic (e-mail) comments may be sent to Mr. Cory Zelmer, Deputy Executive Officer, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or via email at LAART@metro.net.

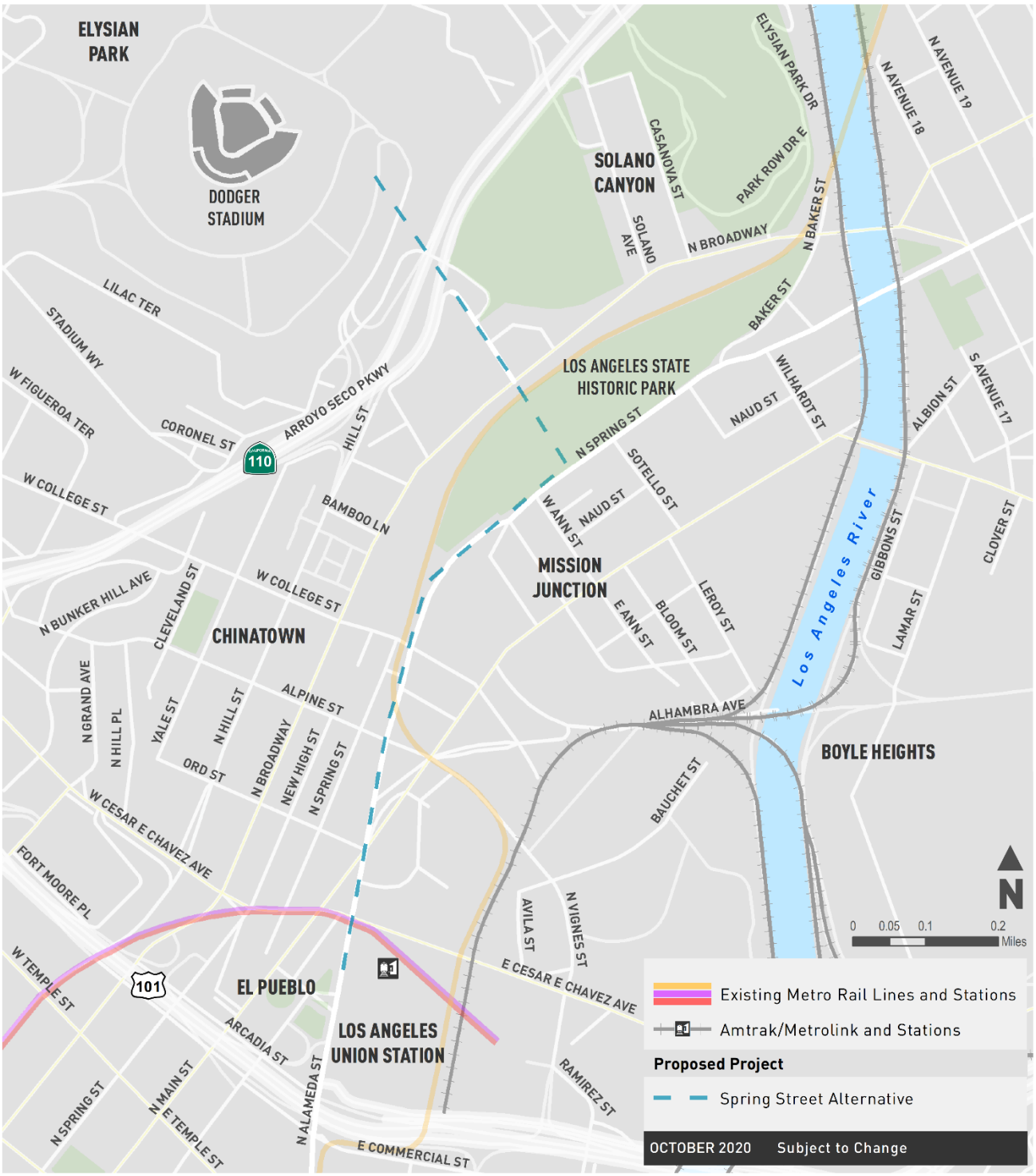
For more information, please visit metro.net/aerialrapidtransit, or please call 213-418-3423.

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



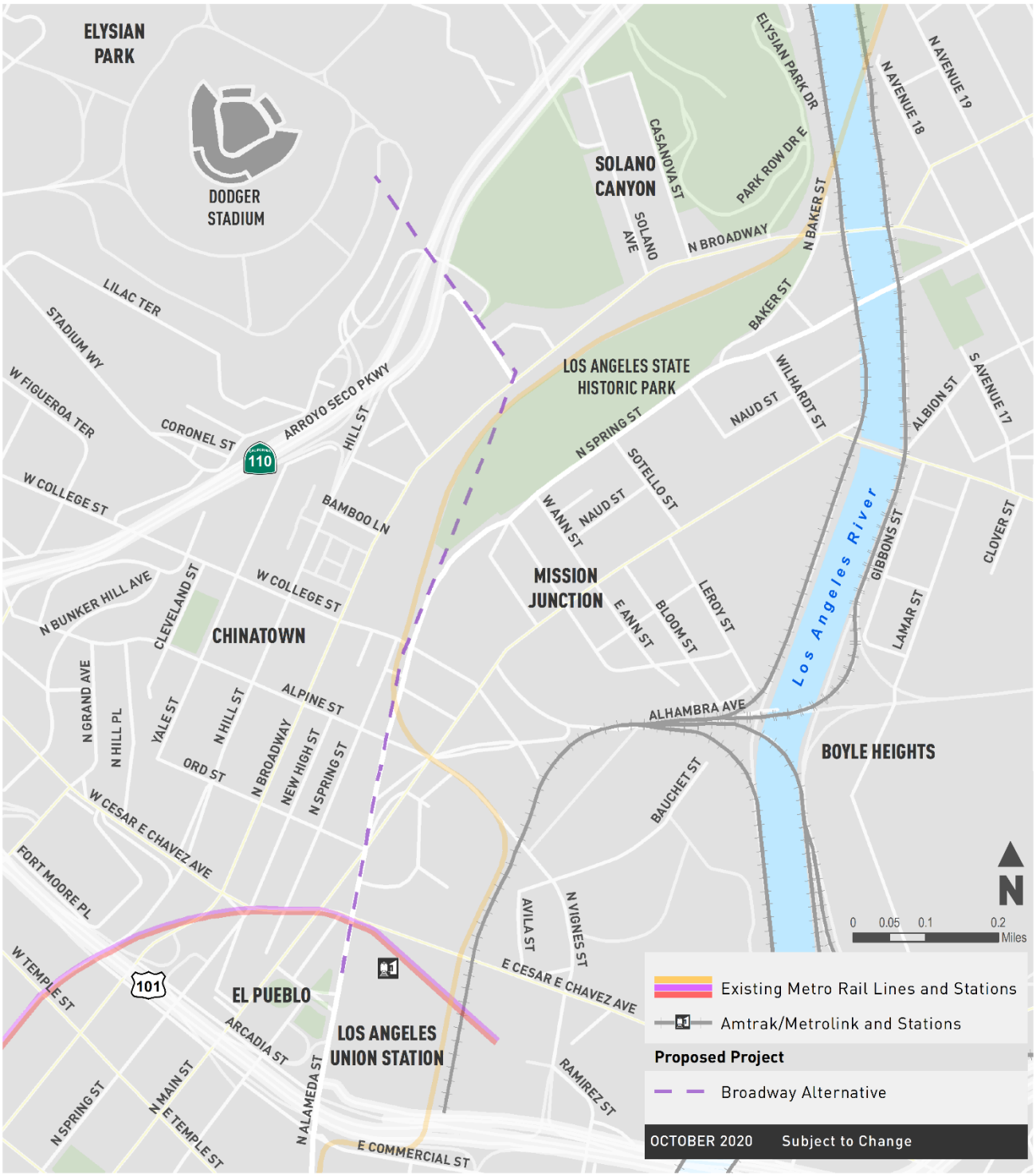
Metro

Figure 1: Regional Map



Metro

Figure 2:
Proposed Spring Street Alternative



Metro

Figure 3:
Proposed Broadway Alternative

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000
metro.net



Portland, Oregon



London, England



Koblenz, Germany



Roosevelt Island, New York



Mexico City, Mexico



Lantau Island, Hong Kong



La Paz, Bolivia

Metro

Figure 4:
Examples of Gondola Systems

ATTACHMENT I

NOP NEWSPAPER ADS

Client Name: AECOM
Advertiser: Legal/B004/LA Aerial Rapid Transit
Section/Page/Zone: NOP_EIR for LA
Description:
Ad Number: 7723816-1
Insertion Number:
Size: 3 x 1
Color Type: B&W
Los Angeles Times
Publication Date: 10/01/2020
This electronic tearsheet confirms the ad appeared in the Los Angeles Times on the date and page indicated. You may not create derivative works, or in any way exploit or repurpose any content.

MARKETPLACE
JOBS · REAL ESTATE · MORE

latimes.com/placead
To place an ad call 1.800.234.4444
Los Angeles Times

Los Angeles Times Classified
To advertise, call (800) 234-4444
Los Angeles Times

MERCHANDISE 800

BUSINESS OPPORTUNITIES 900

Investment Opportunities

SEARCHING FOR AN ANSWER. Targeting mentors and business partners. Ground Floor Opportunity. Contact me at: ANewBeginning321go@gmail.com. We have much work to do. Thank You!

LEGAL NOTICES 1300

Name Change

ORDER TO SHOW CAUSE FOR A CHANGE OF NAME
CASE NO. 20SMCP00294

Petitioner or Attorney (name, state, bar, and address):
Evelyn Maryam Hanser
1106 Harvard Street, Santa Monica, CA 90403
TO ALL PERSONS INTERESTED:
Petitioner Evelyn Maryam Hanser filed a petition with this court for a decree changing names as follows:
Present Name
Evelyn Maryam Hanser
Proposed Name
Maryam Evelyn Hanser
THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file a written objection that includes the reasons for the objection at least two days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing.
NOTICE OF HEARING
DATE: November 6, 2020
TIME: 8:30 AM
DEPT: K
ROOM:
The address of the court is: SUPERIOR COURT OF CALIFORNIA County of Los Angeles 1725 Main Street, Santa Monica, CA 90401 A copy of this Order to Show Cause shall be published at least once each week for four successive weeks prior to the date set for hearing on the petition in the following newspaper of general circulation, printed in this county.
Dated: August 28, 2020
Sherri R. Carter
Executive Officer/Clerk
Published in the Los Angeles Times Sep 17, 2020; Sep 24, 2020; Oct 1, 2020; Oct 8, 2020

Legal Notices

STATE OF CONNECTICUT
SUPERIOR COURT
JUVENILE MATTERS

NOTJCE TO Justin Wilson, father of Jordan W. DOB 9/1412020 born to Kristen C., Middletown, CT 06457, of parts unknown
A petition has been filed seeking:
Commitment of minor child(ren) of the above named or vesting of custody and care of said child(ren) of the above named in a lawful, private or public agency or a suitable and worthy person.

The petition, whereby the court's decision can affect your parental rights, if-any, regarding minor child(ren) will be heard on:
11/5/2020 @9:4S A.M. at SCJM
1 Court Street, Middletown, Ct 06457

Hearing on an *Order of Temporary Custody* will be heard on: **10/212020 at 9:00 A.M @SCJM**
1 Court Street, Middletown, CT 06467

Therefore, **ORDERED**, that notice of the hearing of this petition be given by publishing this Order of Notice once, immediately upon receipt, in the: *Los Angeles Times* a newspaper having a circulation in the town/city of: CA

/s/ By Honorable Norma Sanchez-Figueroa, Judge
/s/ By: Paula Kral Administrative Clerk
Date Signed: 9122/2020

Right to Counsel: Upon proof of liability to pay for a lawyer, the court will make sure than an attorney Is Provided to you by the Chief Public Defenders. Requests for an attorney should be made immediately in person, by mail, or fax the court office where you hearing is to be held.

Published in the Los Angeles Times

L.A. Times Real Estate Classified
Los Angeles Times

You'll find it here.
Los Angeles Times Classified
Buy it. Sell it.
Rent it. Lease it.
Trade it. Own it.
To advertise, call (800)234-4444
Los Angeles Times

Legal Notices

NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE LOS ANGELES AERIAL RAPID TRANSIT PROJECT

Los Angeles 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 via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit Project (proposed Project) in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000–15387). The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. Metro is requesting comments from public agencies on the scope and content of the environmental information relevant to their statutory responsibilities with regard to the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Metro is also inviting organizations and interested parties to submit comments on the scope of the environmental document related to the proposed Project.

PROJECT DESCRIPTION: The proposed Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders. The proposed Project would provide an aerial rapid transit option from LAUS for visitors to Dodger Stadium, as well as the Los Angeles State Historic Park and Elysian Park, while reducing traffic that currently impacts residents of surrounding communities, who can also utilize the aerial gondola system to access the regional transit system accessible at LAUS. The proposed route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. The proposed Project includes options for an intermediate station to provide additional transit service adjacent to the Los Angeles State Historic Park and the location where the proposed Project flies over portions of the Park (the Spring Street Alternative and Broadway Alternative). 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 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes. Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed Project would be located in the City of Los Angeles, within or adjacent to the communities of El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, and Elysian Park. The proposed Project would generally be located within the public right-of-way, and in connection with providing additional transit service adjacent to the Los Angeles State Historic Park, would fly over the Park, which is managed by the California Department of Parks and Recreation, and SR-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public facilities uses.

PROJECT PURPOSE: The overall purpose of the proposed Project is to expand mobility options for transit riders through a permanent direct transit connection between LAUS and Dodger Stadium, a regional event center, via an aerial gondola system. The proposed Project aims to reduce traffic congestion and associated greenhouse gas emissions during game and special event days. The proposed Project provides the potential to increase transit access for open space, parks, and the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. Aerial rapid transit is a proven, safe, quiet, sustainable, high capacity, and highly efficient form of transportation. The proposed Project would function as a reliable rapid transit system, a first/last mile connector, and an iconic new regional tourist destination that offers scenic views of Los Angeles.

PROJECT ALTERNATIVES: A "No-Build" alternative will be analyzed, where no aerial gondola system is installed. Alternative locations for passenger stations, a non-passenger junction, and towers, as well as potential arrangements within a non-passenger junction to allow for passengers, may be evaluated. The proposed Project would generally be located in the public right-of-way and would commence adjacent to LAUS and El Pueblo following Alameda Street and Spring Street in a northeast direction through the community of Chinatown, flying over the Los Angeles State Historic Park to Bishops Road and then flying over the SR-110 and terminating at Dodger Stadium, located in the community of Elysian Park. Two potential alternatives for providing transit service adjacent to, and flying over the Los Angeles State Historic Park, are being considered. In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, the aerial gondola system would travel northwest with a Park Station on Spring Street and fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way. The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way and continue northwest to an intermediate station at the intersection of North Broadway and Bishops Road.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the proposed Project on the environment. The Draft EIR will address all environmental topics listed in Appendix G of the CEQA Guidelines, as listed: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural and historic resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire. Mitigation measures to reduce potentially significant impacts during construction and operation of the proposed Project will also be identified in the Draft EIR.

VIRTUAL OPEN HOUSE AND VIRTUAL SCOPING MEETING: As part of the EIR scoping process, project information will be made available to the public online through two primary means: (1) a virtual "open house"; and (2) a virtual scoping meeting. The purpose of the virtual open house is to provide an overview of the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. The virtual open house will be accessible to stakeholders and the public throughout the public review period. Please access the virtual open house at https://laartvirtualopenhouse.org/ or through Metro's website at metro.net/aerialrapidtransit.

The virtual scoping meeting will be held on October 22, 2020, from 6:00 p.m. to 8:00 p.m. The virtual scoping meeting will include an introduction to the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. Stakeholders and the public may submit questions during the online meeting. A recording of the scoping meeting will be posted on the Metro website and the virtual open house following the meeting. Please check Metro's website at metro.net/aerialrapidtransit to confirm the availability of and the instructions for accessing the virtual scoping meeting.

This NOP and a fact sheet will also be available in Spanish and Cantonese via the virtual open house at LAARTvirtualopenhouse.org and Metro's website at metro.net/aerialrapidtransit . In addition, Spanish and Cantonese interpretation will be available during the virtual scoping meeting. Attendees are invited to call 213-418-3423 at least 72 hours in advance of the meeting for more information, to arrange ADA accommodations and/or to request additional translation support.

COMMENT DUE DATE: A 45-day comment period for this NOP will begin on October 1, 2020 and conclude on November 16, 2020. Written comments on the scope of the Draft EIR, including the Project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro by 11:59 pm PST on **November 16, 2020** at the postal address or e-mail address below. Comments may also be submitted through the virtual open house website at https://laartvirtualopenhouse.org/.

ADDRESSES: Written or electronic (e-mail) comments may be sent to Mr. Cory Zelmer, Deputy Executive Officer, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or via email at LAART@metro.net .
For more information, please visit metro.net/aerialrapidtransit or please call 213-418-3423.

HOW TO PLACE AN AD

Self-service 24/7:
latimes.com/placead

Contact us by phone 24/7:
800-234-4444

ADVERTISING POLICIES
For Los Angeles Times advertising terms and conditions go to:
www.latimes.com/about/la-ads-terms-20181105-htmlstory.html

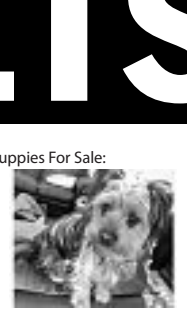
Don't let the phone stop ringing
Advertise with LA Times Classified
LA Times Classified
(800) 234-4444

PETS

MARKETPLACE
To advertise your pets, log on to placeanad.latimes.com/pets-for-sale
Los Angeles Times

Dogs

SILKY TERRIER Silky Terrie Puppies For Sale: Mom CKC registered, Dad AKC kennel. They do not shed! No papers! 4 beautiful little girls. $500.00 each, Firm! Ready to go new home 9 Oct.



Call: 760 910-9050

PUG puppies, 2 male, 1 fem, 9 mos, $750 ea. **310-719-8884**

LABRADOR RETRIEVER Labrador retriever adults/ pups. TOP English import lines. Excellent temperaments. Approved pet homes only. **Call 818-588-1037**

In-depth. At home.
With the Los Angeles Times subscription, your information finds you.
Please… don't get up. Subscribe today.
For home delivery, call (800) 252-9141
Los Angeles Times



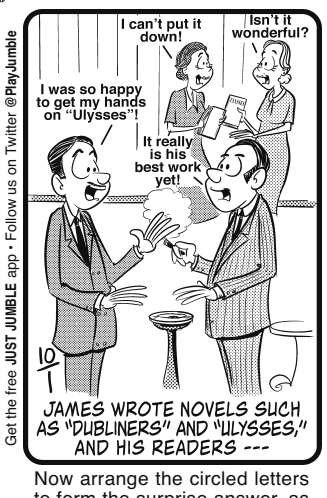
JUMBLE

Unscramble these Jumbles, one letter to each square, to form four ordinary words.

AGEMO
NOYRI
GROJEG
COIYID

©2020 Tribune Content Agency, LLC All Rights Reserved.

THAT SCRAMBLED WORD GAME
By David L. Hoyt and Jeff Knurek



Now arrange the circled letters to form the surprise answer, as suggested by the above cartoon.

Answer here: " ○○ - ○○○○○○ "

(Answers tomorrow)

Yesterday's Jumbles: UNITY BEIGE FIDDLE GLITZY
Answer: He had no proof that the food was giving him indigestion, but he did have a — GUT FEELING



ALEX BRANDON Associated Press

PRESIDENT TRUMP has claimed he can't release his tax returns while being audited. That's not true.

Top candidates should release their tax forms

[**Skelton,** from B1]
losses, according to the Times, which cited leaked returns.

For 2016 and 2017, when he ran for president and first occupied the Oval Office, Trump paid only $750 in federal income taxes each year, the Times reported. For context, the Internal Revenue Service figures the average tax filer paid about $12,200 in 2017.

You may recall that in 2017, Trump and the Republican-led Congress enacted legislation particularly harmful to salaried homeowners in high-tax states such as California. They capped federal deductions on state and local taxes — such as property and income — at $10,000.

Trump and Congress also eliminated deductions for salaried workers' job expenses not reimbursed by employers. Some of these expenses — such as home office costs — are now particularly necessary during the COVID-19 pandemic.

But the same legislation preserved the tax loopholes Trump used to avoid income taxes and added some extras.

Americans also should have learned from Trump that in his first two years as president, he received $73 million from foreign operations — potential conflicts of interest.

Voters likewise could have used this information: Trump received federal income tax refunds totaling $72.9 million, which the IRS is auditing. And he's carrying $421 million in loans and debt. Who has him on the hook? We don't know, but there's an odor.

And here's this tidbit many voters would have enjoyed: He deducted $70,000 to style his hair for the TV show "The Apprentice."

But Trump aside, the disclosure of tax data gives voters some confidence that an office seeker believes there's nothing to hide. It may show the candidate is squeaky clean on taxes and a good risk for public office.

If the tax history looks shady, voters wouldn't be blindsided if an elected official turned out to be a tax cheat.

Trump lied about his tax history in the debate, based on the Times' reporting. Case closed. As his Democratic opponent Joe Biden said, "Everyone knows he's a liar."

Biden should have pounded Trump on taxes but didn't. He finally mentioned it briefly: "This guy paid a total of $750 in taxes…."

"That's wrong. Many millions," Trump interrupted for the zillionth time.

Moderator Chris Wallace asked Trump whether the $750 figure was correct for each of the two tax years.

Trump: "I paid millions of dollars in taxes, millions of dollars of income taxes…."

Biden: "Show us your tax returns."

Trump: "You'll see it as soon as it's finished…."

Presumably the president meant finished being audited. But he could legally show voters the returns anytime. He has been falsely promising to for years.

Wallace: "Will you tell us how much you paid in federal income taxes in 2016 and 2017?"

Trump: "Millions of dollars…."

Biden ended the discussion by asserting that Trump "pays less taxes than a schoolteacher."

"He says he's smart because he can take advantage of the tax code," Biden said. "That's why I'm going to eliminate the Trump tax cuts."

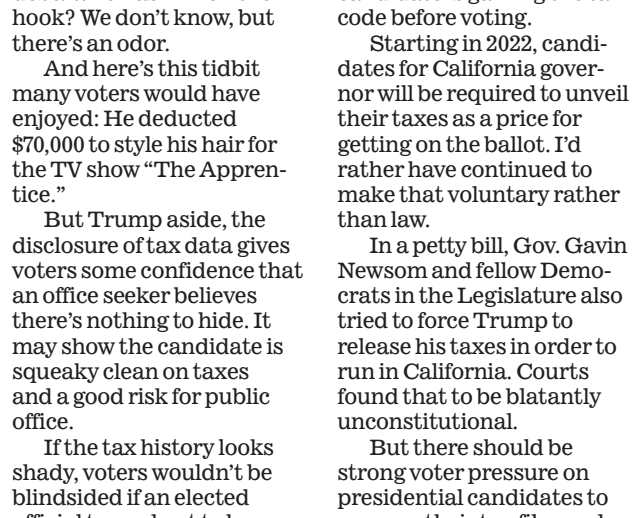
Those were tax cuts for corporations and the rich that raised taxes for middle-class homeowners.

In the future, we should know how much a presidential or gubernatorial candidate is gaming the tax code before voting.

Starting in 2022, candidates for California governor will be required to unveil their taxes as a price for getting on the ballot. I'd rather have continued to make that voluntary rather than law.

In a petty bill, Gov. Gavin Newsom and fellow Democrats in the Legislature also tried to force Trump to release his taxes in order to run in California. Courts found that to be blatantly unconstitutional.

But there should be strong voter pressure on presidential candidates to open up their tax files and bad consequences if they refuse — such as being compared to Trump.


Los Angeles Times
NEWS AS IT HAPPENS. DELIVERED.
Sign up for the free Los Angeles Times Breaking News Alerts.
newsletters.latimes.com

社子島兩派互罵 環評擇期再議

（台北報導）台北市社子島爭議延燒，環評委員會昨審查社子島開發案，反對「全區區段徵收」的社子島自救會，以及支持加速開發的社子島居民權益促進會，2派人馬再度到北市府對壘，場面火爆，互罵「絕子絕孫」、「自私釘子戶」，自救會與警方發生拉扯，所幸未有傷亡，環評會照常舉行，決議擇期再議。

「掠奪土地、絕子絕孫！」社子島自救會發言人李華萍率領數十位反對開發居民到場，與數十位社子島居民權益促進會相互叫囂，北市警局出動百位警員戒護，為防止2方人馬發生激烈碰撞，將人隔開，但自救會仍向前衝撞，企圖突破警方防線，與警方發生肢體衝突。

李華萍指出，逾4000位居民連署反對區段徵收，原呼籲市長柯文哲在月底前出面，釐清目前開發爭議並與居民討論開發替代方案，但遺憾的是，不見柯有善意，撕裂社子島，激化分裂，要求市府停止任何社子島相關審議程序。

「自私的釘子戶！」促進會反擊，社子島已落後半世紀，建設不能再等，唯一支持市府區段徵收且開發查估的成功率已達90%，逾6000位居民連署支持，必須終結釘子戶。富洲里長陳惠民也說，社子島禁建50年來，沒有任何公共設施，加速開發才能照顧到弱勢家庭及找回年輕人。

社子島開發案進入第2階段第5場次環評，經討論後，環評會決議擇期再議，並要求開發單位1個月內補齊資料。市府表示，每位居民的意見都是市府擬具政策的重要參考，已依個案資料建立「開發區內的安置清冊」，將持續努力與當地居民溝通，強化居民對開發案的認同。



▶台北市環境影響評估審查委員會30日審查社子島開發案，社子島自救會在環評會場外召開記者會，高喊「停止環評」、「掠奪土地、絕子絕孫」表達訴求。

新北迎國慶 萬面國旗飄揚



◀新北市府今起至28日在市區重要道路及橋梁插掛約萬面國旗，以旗海飄揚意象激發市民團結一心的愛國熱情。

（新北報導）歡慶國慶，新北市府1日起至28日在新北各區高掛1萬面國旗，另製作國慶短片搭配「國旗陪你做過一件最熱血的事」網路活動，號召民眾秀出愛國熱血照分享愛國心；林口區則與在地議員蔡淑君推出健行暨桌遊活動，順勢推展林口觀光。

民政局長柯慶忠表示，今年道路插掛的國旗將遍布新北境內重要道路、橋梁，跨界橋梁如與北市相交的萬板大橋、華江橋等5座，以及桃園相連的4座橋梁，也同時展現國旗迎風飄揚美感。

除道路外，新北市府一樓大廳今日起將懸掛24面巨幅8號國旗震撼視覺，並於大門出入口張貼心型國旗窗貼，各區公所也會同步在重要道路插掛國旗，讓市民感受團結力量及濃濃國慶氛圍。

民政局2日也將發布80秒國慶熱血短片，搭配「國旗陪你做過一件最熱血的事」網路活動，邀請民眾在民政局粉專「新北民政保平安」上傳國旗元素熱血照片，就有機會獲得限量國旗小書包。

此外，林口區也推出「虛實交錯」的健行、桌遊活動，林口區長藍品畯表示，健行活動是林口約40年歷史的年度盛事，區公所和在地觀光工廠王子創意文具國共同設計出「林口城市大冒險」桌遊，讓民眾從遊戲中認識林口。

新北拚在地特色 侯指台北做不到

（新北報導）新北市海岸線長達145公里，有全台最多的28處漁港，新北市府提出10年漁港改造計畫，翻轉漁港風貌，讓民眾從早玩到晚；新北市長侯友宜昨在市政會議感嘆，新北有山、有海得天獨厚，跟台北完全不一樣，「台北市哪有在地海鮮？」新北發揮優勢創造在地特色，「而這些是台北做不到的」。

新北漁業及漁港事業管理處長張麗珍昨日在市政會議專案報告新北漁港轉型計畫「日夜嗨漁港」，強調在維持既有漁港漁作功能，並保障漁民生計的基礎上，改造特色漁港。

張麗珍指出，從興建下罟子漁港浮動碼頭開始，市府串聯自行車道及兼顧文化及親水風貌的淡一漁港，並新建富基漁港重機驛站和漁民休憩中心，也在釣魚天堂草里漁港打造咖啡驛站。

張麗珍說，未來將重新打造龜吼漁港漁夫市集，並推出深澳漁港船釣體驗育樂中心以及澳底漁產暢貨中心等，讓白天的漁港有著各種不同風貌。

到了晚上，新北則推出水湳洞漁港展覽、富基漁港時尚走秀、淡二漁港繽紛煙火光雕秀、草里釣魚吧親子夜釣、深澳漁港光雕水舞及船釣生活，未來將重新招商打造淡二漁港複合式商場，串聯成北海岸漁港珍珠鏈。



◀新北市提出10年漁港改造計畫，要讓民眾來到新北漁港，能從早玩到晚。圖為深澳漁港夏日光雕水舞活動。（新北市漁業處提供）

張麗珍指出，新北市也將以貢寮的海洋資源復育園區為復育基地，將鄰近低度利用的和美漁港及美豔山漁港，轉型為生態復育中心及栽培漁業中間育成中心，打造新北復育金三角。

侯友宜說，很多國外旅客到九份、萬里都以為是台北，事實上都是新北特色景點，台灣身為海島型國家，過去都是從島內看往島外，如何發展從外海看島內，是可以思考方向，找幾個適合發展水環境的地點好好招商引資，帶動水上經濟發展，新北有這個條件。

編寫環境影響報告草稿通知

項目名稱：洛杉磯空中快速交通

洛杉磯空中快速交通技術有限責任公司正在申報洛杉磯空中快速交通項目，該項目將通過空中纜車將洛杉磯聯合總站與位於洛杉磯市中心的道奇體育場連接。洛杉磯縣城市交通管理局（Metro）是根據加利福尼亞州環境質量法案（CEQA）法規為洛杉磯空中快速交通項目（申報項目）準備環境影響報告（EIR）的領導機構，遵循該法案法規修訂指南（《公共資源法》第21000-21178節和《加利福尼亞法規》第14章第15000-15387節）。EIR草案的目的是評估實施該項目實施中潛在環境影響，並提出必要的緩解措施。

本文件（NOP）的主要目的是通知相關的機構、組織和個人，Metro已計劃準備EIR草案，並將針對環境分析提供意見。按照加州法規（California Code of Regulations），標題14，第15082（b）節的要求，Metro正在收集相關公共部門對該環境影響報告工作範圍的建議 。同時，Metro邀請相關機構和組織也對環境影響報告的工作範圍提出建議。

項目說明：該申報項目將通過空中纜車系統連接洛杉磯聯合總站（LAUS）和道奇體育場，從而減少交通擁堵並為過境乘客提供更多的公交出行選擇。該項目將提供有的效空中快速交通，服務洛杉聯合總站（LAUS）和道奇體育場區域，包括周邊洛杉磯州立歷史公園和愛麗舍公園的遊客。同時，也將減少目前對周圍社區居民的交通影響，居民也可以利用空中纜車系統抵達聯合總站（LAUS），這個重要的區域交通中心。申報項目的路線主要會沿著阿拉米達街 (Alameda Street)、斯普林街 (Spring Street) 和畢曉普路 (Bishops Road), 從洛杉磯聯合總站（LAUS）抵達道奇體育場。此項目包括申報中間站點的設立，該站點可選在洛杉磯州立歷史公園以及項目飛跨的公園位置附近，為周邊居民提供額外的公交服務（斯普林街方案和百老匯街方案）。申報的空中纜車系統將包括空中纜線、乘客站、非乘客接口、塔架用於支撐站點之間的空中纜線，以及用於承載乘客的纜車艙。完工後，該項目每小時每方向的最大載客量可達到約5500人，從聯合總站（LAUS）到道奇體育場的交通時間約為6到7分鐘。該項目所提供的公共利益還將包括支持建設一座新的人行天橋， 選址在北百老匯和洛杉磯州立歷史公園之間。

項目位置和環境設置：申報項目將位於洛杉磯市，輻射範圍包括El Pueblo社區、聯合總站(Union Station），唐人街（Chinatown），米申交界處（Mission Junction），索拉諾峽谷（Solano Canyon) 和愛麗舍公園周邊（Elysian Park）。該項目將位於城市公共使用空間以內，並且為洛杉磯州立歷史公園周邊區域提供更多的公交服務，該系統將飛跨公園和道奇體育場附近的SR-110。洛杉磯州立歷史公園歸屬加州公園部門管理。該系統周邊的土地使用包括高密度和中密度住宅、商業、零售、公共機構，以及與交通相關的基礎設施（公路和鐵路）、公園、開放空間以和共設施用途。

項目目的：申報項目的總體目標是通過聯合總站（LAUS）與作為地區活動中心的道奇體育場之間建立永久直達的公交連接，通過空中纜車系統，為過境乘客提供更多的公交出行選擇。該項目將有利於減少比賽和重大活動期間出現的的交通擁堵和相關的溫室氣體排放對環境的影響。項目通過與洛杉磯州立歷史公園、愛麗舍公園，與該地區快速發展的LAUS區域交通系統相連接，增加開放空間，公園和周圍社區的公共交通。空中快速交通是一種行之有效、安全、安靜、可持續、高容量和高效的出行方式。該項目將提供可靠的快速公交系統，成為重要的第一/最後一英里的連接方式，以及成為具有標誌性的旅遊項目，讓廣大來訪者從空中欣賞到洛杉磯的特殊風貌。

項目方案：作為對比，技術團隊將分析不建設該系統的方案（"No-Build"）。在建設方案中，技術團隊也將分析不同的站點位置、非乘客對接口和塔架的選址，以及非乘客接口內允許乘客使用的可能。

申報項目位於城市公共使用空間以內， 從LAUS的El Pueblo社區出發，沿著阿拉斯達街（Alameda Street）和斯普林街（Spring Street），向東北方向穿過唐人街社區，飛跨洛杉磯州立歷史公園到達畢曉普路 (Bishops Road)，然後飛過SR-110，在位於緊鄰愛麗舍公園（Elysian Park）的道奇體育場終止。目前，兩個方案正在研究分析中，主要考量如何飛跨洛杉磯州立歷史公園並提供最便利的公交服務。在斯普林街方案中（Spring Street Alternative），位於斯普林街（Spring Street）和安爾街Ann Street的交叉點附近設立中轉站，空中纜車系統將從斯普林街Spring Street上的公園站（Park Station）向西北行駛，並飛跨在地鐵L線（金線）的使用範圍以（請參見圖2）。在百老匯街方案中（Broadway Alternative），該系統將飛跨洛杉磯州立歷史公園， 利用地鐵L線（金線）的使用範圍繼續向西北行駛，路經北百老匯（North Broadway）與畢曉普路（Bishops Road）的交匯處的中間車站（見圖3）。

可能的環境影響：EIR草案的目的是提出該項目對環境可能帶來的影響。 EIR草案將解決CEQA指南附錄G中所列出的所有環境因素，如下所示。

・美學	・能源	・土地利用和規劃	・休閒
・農業和林業資源	・地質和土壤	・礦物資源	・交通
・空氣質量	・溫室氣體排放	・噪音	・部落文化資源
・生物資源	・危害和危險材料	・人口與住房	・公用事業和服務系統
・文化和歷史資源	・水文和水質	・公共服務	・野火

EIR草案中還將總結相關緩解措施，以減少申報項目在建設和運營過程中潛在的重大影響。

網上開放日和網上會議：EIR研究範圍確定過程中，將通過兩種主要方式為公?提供項目信息：1）網上“開放日”；（2）網上工作範圍討論會議。網上開放日的目的是提供該項目的概述，CEQA 流程總結以及環境研究的項目時間表。在整個公眾建議收集期間，相關部門和公眾都可以訪問網上開放日。請通過此鏈接：LAARTvirtualopenhouse.org；或通過Metro的官網查詢metro.net/aerialrapidtransit。

網上會議將於2020年10月22日下午6:00到晚上8:00舉行。網上會議將包括對該申報項目的介紹、CEQA 流程以及環境研究的項目時間表的概述。利益相關者和公眾可以在線上提問。會議將全程錄製，會議結束後，該文件將發佈在Metro網站和網上開放日內。請訪問Metro網站，查閱網上會議說明和剩餘登錄名額，網址為metro.net/aerialrapidtransit。

本NOP文件和項目說明書的西班牙語版和國語版，也將通過網上開放日和Metro 官網分享給公眾，具體網頁地址為：LAARTvirtualopenhouse.org 和 Metro.net/aerialrapidtransit。

如有無障礙通訊需要和其他需求，請與會者至少在會議開始前72小時致電 213-418-3423，以獲取更多信息。

建議收集截止日期：該NOP為期45天的建議期將於2020年10月1日開始，並於2020年11月16日結束。有關EIR草案範圍的書面建議，可以涉及項目研究範圍、項目說明和環境評估的工作方法。書面意建議在太平洋標準時間2020年11月16日晚上11:59之前通過下面的郵政地址或電子郵件地址發送給Metro。 評論也可以通過LAARTvirtualopenhouse.org 網上放日網站提交。

地址：書面意見可寄送給 Mr. Cory Zelmer，Metro 副執行官，One Gateway Plaza，Mail Stop 99-22-6, Los Angeles, CA 90012。如通過電子郵件聯係，請發送至LAART @ metro.net。更多相關信息，請訪問metro.net/aerialrapidtransit，或致電213-418-3423。

AVISO DE PREPARACIÓN DE UN BORRADOR DE REPORTE DE IMPACTO AMBIENTAL
Proyecto de Transporte Aéreo Rápido de Los Ángeles

Los Angeles Aerial Rapid Transit Technologies LLC propone el Proyecto de Transporte Aéreo Rápido de Los Ángeles, que conectaría Los Angeles Union Station con el área del Dodger Stadium a través de un sistema de góndola aérea en el centro de Los Ángeles. La Autoridad de Transporte Metropolitano del Condado de Los Ángeles (Metro) es la agencia que encabeza la preparación del borrador del Reporte de Impacto Ambiental (EIR, por sus siglas en inglés) para el Proyecto de Transporte Aéreo Rápido de Los Ángeles (Proyecto propuesto) de acuerdo a los estatutos y normas establecidos en la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés), según revisión (Código de Recursos Públicos, Sección 21000-21178 y el Código de Regulaciones de California, Título 14, Capítulo 3, Sección 15000-15387). El propósito del Borrador del EIR es el de evaluar los potenciales efectos ambientales asociados a la implementación del Proyecto propuesto, y establecer las medidas de mitigación si son requeridas.

El propósito de este Aviso de Preparación (NOP, por sus siglas en inglés) es el de notificar a las agencias, organizaciones, e individuos, que Metro planea preparar un Borrador del EIR y solicitar su opinión sobre el análisis ambiental que será llevado a cabo. Metro está solicitando comentarios de las agencias públicas sobre el alcance y el contenido de la información relevante a las obligaciones estatutarias relacionadas con el Proyecto propuesto, de acuerdo con el Código de Regulaciones de California, Título 14, Sección 15082(b). Metro también está invitando a las organizaciones y demás interesados a someter comentarios sobre el alcance del documento ambiental relacionado con el Proyecto propuesto.

DESCRIPCIÓN DE PROYECTO: El Proyecto propuesto conectaría Los Angeles Union Station (LAUS) con el área del Dodger Stadium a través de un sistema de góndola aérea, reduciendo la congestión de tráfico y expandiendo las opciones de movilidad para los usuarios de transporte público. El Proyecto propuesto proveería una opción de transporte aéreo rápido a los visitantes del Dodger Stadium desde LAUS, así como a Los Angeles State Historic Park y a el Elysian Park, reduciendo también el tráfico que impacta actualmente a los residentes de las comunidades aledañas, quienes también pueden usar el sistema de góndola aérea para tener acceso al sistema de transporte público regional disponible en LAUS. La ruta propuesta pasaría generalmente sobre Alameda Street, Spring Street, y Bishops Road desde LAUS hasta el Dodger Stadium. El Proyecto propuesto incluye opciones para una estación intermedia que proveería un servicio adicional de transporte contiguo a Los Angeles State Historic Park y el sitio donde el Proyecto propuesto pase sobre las porciones del Parque (Alternativa Spring Street y Alternativa Broadway). El sistema de góndola área propuesto incluiría cables aéreos, estaciones de pasajeros, una intersección sin pasajeros, torres de soporte para cables entre las estaciones/intersección, y cabinas del teleférico para los pasajeros. Al concluir, el Proyecto propuesto tendría una capacidad máxima de aproximadamente 5,500 personas por hora, y el tiempo aproximado de viaje desde LAUS al Dodger Stadium sería de seis a siete minutos. Los beneficios públicos considerados para el Proyecto propuesto incluyen el apoyo para la instalación de un puente peatonal entre North Broadway y Los Angeles State Historic Park.

UBICACIÓN DEL PROYECTO Y CONFIGURACIÓN AMBIENTAL: El Proyecto propuesto se localizaría en las Ciudad de Los Ángeles, dentro o junto a las comunidades de El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, y Elysian Park. En general, el Proyecto propuesto estaría ubicado dentro de la vía pública. Además de proveer un servicio adicional de transporte hacia Los Angeles State Historic Park, el Proyecto propuesto pasaría sobre el Parque, que es administrado por el Departamento de Parques y Recreación de California, y la SR-110 cerca del Dodger Stadium. El uso de suelo de los alrededores incluye alta y mediana densidad residencial, comercial, de negocio, institucional, infraestructura del transporte público (caminos y ferrocarril), parques y áreas abiertas, y uso de servicios públicos.

PROPÓSITO DEL PROYECTO: El objetivo principal del Proyecto propuesto es el de expandir las opciones de movilidad para los usuarios de transporte público a través de una conexión directa entre la LAUS y el Dodger Stadium, un centro regional de eventos, vía un sistema de góndola aérea. El Proyecto propuesto intenta reducir la congestión vehicular y las emisiones de gases de efecto invernadero producidas durante los días de juego y eventos especiales. El Proyecto propuesto facilita el potencial para incrementar el acceso a transporte público para áreas abiertas, parques y comunidades aledañas al conectar Los Angeles State Historic Park, el Elysian Park, y el sistema regional de transporte en LAUS que está creciendo rápidamente. El transporte aéreo rápido es un medio de transporte probado, seguro, sustentable, de alta capacidad, y altamente eficiente. El Proyecto propuesto funcionaría tanto como un sistema de transporte rápido confiable, así como un primer/último conector de milla, además de que sería un nuevo destino turístico icónico que ofrecería vistas panorámicas de Los Ángeles.

ALTERNATIVAS DEL PROYECTO: Una alternativa de "No-Construir" será analizada, en la cual el sistema aéreo de góndola no se instalaría. Ubicaciones alternativas para las estaciones de pasajeros, la intersección sin pasajeros, las torres, así como los potenciales arreglos dentro de la intersección sin pasajeros para permitir pasajeros, serían evaluadas. En general, el Proyecto propuesto se ubicaría en vía pública y comenzaría junto al LAUS y El Pueblo siguiendo Alameda Street y Spring Street con dirección noreste cruzando la comunidad de Chinatown y pasando sobre el Los Angeles State Historic Park hacia Bishops Road, para de ahí volar sobre el SR-110 y terminar en el Dodger Stadium, el cual está localizado en la comunidad de Elysian Park. Se están considerando dos alternativas potenciales para proveer el servicio de transporte público contiguas al, y pasando sobre, Los Angeles State Historic Park. En la Alternativa Spring Street, cerca de la intersección del Spring Street y Ann Street, el sistema de góndola aérea viajaría hacia el noroeste con una Estación de Parque sobre Spring Street y pasando sobre el Los Angeles State Historic Park junta a la vía pública de la Línea L del Metro (Dorada). La Alternativa Broadway pasaría sobre el Los Angeles State Historic Park junto a la vía pública de la Línea L del Metro (Dorada) y continuaría en dirección noroeste hacia una estación en la intersección de North Broadway y Bishops Road.

EFECTOS AMBIENTALES PROBABLES: EL propósito del Borrador del EIR es el de notificar los impactos ambientales del Proyecto propuesto. El Borrador del EIR tomaría en cuenta todos los temas ambientales enlistados en el Apéndice G de los lineamientos CEQA, como se muestra a continuación: estética visual, recursos de agricultura y silvicultura, calidad de aire, recursos biológicos, recursos culturales e históricos, energía, geología y suelos, emisiones de gases de efecto invernadero, riesgos y materiales peligrosos, hidrología y calidad de agua, uso de suelo y planeación, recursos minerales, ruido, población y vivienda, servicios públicos, recreación, transporte, recursos culturales tribales, sistemas de utilidades y servicios, incendios. Las medidas de mitigación para reducir impactos potencialmente significativos durante la construcción y operación del Proyecto propuesto también serán identificadas en el Borrador del EIR.

JORNADA VIRTUAL DE PUERTAS ABIERTAS Y REUNIÓN VIRTUAL DE CONSULTA PÚBLICA BAJO CEQA: Como parte del proceso de consulta pública del EIR, la información del Proyecto se hará disponible al público en línea a través de dos medios principalmente: (1) una jornada virtual de "puertas abiertas"; y (2) una reunión virtual de consulta pública bajo CEQA. El propósito de la jornada virtual de puertas abiertas es la de proporcionar una idea general del Proyecto propuesto, una descripción del proceso CEQA, y un calendario para la revisión ambiental del Proyecto. La jornada virtual de puertas abiertas estará disponible para todas las partes interesadas y al público en general durante la duración del periodo de consulta pública bajo CEQA. Para acceder a la jornada virtual de puertas abiertas, visite LAARTvirtualopenhouse.org o el sitio web de Metro (metro.net/aerialrapidtransit).

La reunión virtual de consulta pública bajo CEQA se llevará a cabo el 22 de octubre del 2020, de las 6:00 pm a las 8:00 pm. La reunión virtual de consulta pública bajo CEQA incluirá una introducción al Proyecto propuesto, una descripción general del proceso CEQA, y un calendario para la revisión ambiental del Proyecto. Partes interesadas y el público en general podrán someter preguntas durante la reunión en línea. Una grabación de la reunión se publicará en el sitio web de Metro y en la jornada virtual de puertas abiertas posterior a la reunión. Favor de checar el sitio web de Metro (metro.net/aerialrapidtransit) para confirmar disponibilidad y recibir las instrucciones de acceso para la reunión virtual de consulta pública bajo CEQA.

Esta NOP y la hoja informativa también estarán disponibles en inglés, español y cantonés a través de la jornada virtual de puertas abiertas en LAARTvirtualopenhouse.org y el sitio web del Metro (metro.net/aerialrapidtransit). Además, intérpretes de español y cantonés estarán disponibles durante La reunión virtual de consulta pública bajo CEQA. Asistentes están invitados a llamar al 213-418-3423 por lo menos 72 horas antes de la reunión para recibir más información, coordinar servicios para personas con discapacidad, y/o para solicitar asistencia de traducción adicional.

FECHA LÍMITE PARA COMENTARIOS: Un periodo de 45 días para recibir comentarios sobre este NOP comenzará el 1ero de octubre del 2020, y concluirá el 16 de noviembre del 2020. Comentarios escritos sobre el alcance del Borrador del EIR, incluyendo el área y descripción del Proyecto, los impactos a ser evaluados, y las metodologías usadas en dicha evaluación, serán aceptados durante el periodo de comentarios y deberán de ser enviadas a Metro a más tardar a las 11:59 pm (Tiempo Estándar del Pacífico) del **16 de noviembre del 2020** a la dirección postal o al correo electrónico proporcionado a continuación. Los comentarios también podrán ser sometidos a través del sitio web de la jornada virtual de puertas abiertas (LAARTvirtualopenhouse.org).

DIRECCIÓN Y CORREO ELECTRÓNICO: Comentarios escritos o vía electrónica (e-mail) deberán ser enviados a Mr. Cory Zelmer, Deputy Executive Officer, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, o al correo electrónico LAART@metro.net. Para más información, favor de visitar metro.net/aerialrapidtransit, o favor de llamar al 213-418-3423.

Clasificados!

Avisos Publicos

Avisos Publicos

MORLIN ASSET MANAGEMENT, LP, a Delaware Limited Partnership as Agent for the JOINT MANAGEMENT COUNCIL, an unincorporated association, will receive qualifications packages from consultants wishing to become pre-qualified for an available bidding opportunity at Los Angeles Union Station. It is the intent of this Joint Management Council to select a firm that will provide consulting services at Los Angeles Union Station at the best overall value. In order to be fully considered for prequalification and subsequent bidding opportunities, please proceed to the RFIQ questionnaire at: https://forms.gle/kJQqsqzv5Hko7SMm8. Completed forms are due on or before close of business by **October 17, 2020.** Submissions received after 5:00pm on October 17, 2020 will be rejected.

Clasificados!
La oportunidad de su vida podría estar en
La Opinión

Clasificados!
¿Necesita vender algo?
Véndalo en los Clasificados de
La Opinión

Deje que uno de nuestros expertos le ayuden.
Para anunciarse llame *GRATIS* al:
800-626-8332

Metro

AVISO DE PREPARACIÓN DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

La Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro) es la agencia líder bajo la Ley de Calidad Ambiental de California (CEQA) para la preparación de un Borrador de Informe de Impacto Ambiental (EIR) para la propuesta Antelope Valley Line (AVL) Programa de Mejoras de Capacidad y Servicio (Proyecto). El proyecto propuesto permitiría mejorar la frecuencia de servicio, hasta 30 minutos de servicio bidireccional entre Los Ángeles unión Station y Santa Clarita Valley y hasta 60 minutos de servicio bidireccional a Lancaster, y la fiabilidad del servicio ferroviario de cercanías para satisfacer las necesidades de movilidad de los residentes, empleados y visitantes en toda la región. El AVL se extiende desde Los Ángeles Unión Station en la ciudad de Los Ángeles y termina en la ciudad de Lancaster con estaciones en las ciudades y comunidades de Los Ángeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, Newhall, Santa Clarita, Acton, Palmdale y Lancaster. El proyecto propuesto incluye tres mejoras de capital que se ubicarían a lo largo del corredor AVL, una de las cuales se encuentra dentro de la Ciudad de Santa Clarita, otra en la Ciudad de Los Ángeles, y la tercera se ubicaría en la Ciudad de Lancaster en la Terminal de Lancaster. Metro está solicitando la opinión de las personas y agencias interesadas en cuanto al alcance y contenido del documento medioambiental, incluyendo comentarios de la agencia relacionados con las responsabilidades estatutarias de la agencia en relación con el proyecto propuesto. Más información sobre el Proyecto, incluyendo el Aviso de Preparación (NOP) está disponible en www.metro.net/avl.

REUNIONES DE ALCANCE VIRTUALES: Las reuniones públicas virtuales de alcance para aceptar comentarios tanto digitales como orales sobre el alcance del proyecto de EIR se celebrarán en las siguientes fechas y horas:

Reunión de Alcance #1: Jueves, 15 de octubre de 2020, 6:00-7:30 pm
Enlace de reunión: bit.ly/avloct15
Número de llamada: 883.548.0282 (Número Gratuito)
ID de la reunión: 945 8533 5887

Reunión de Alcance #2: Sábado, 17 de octubre de 2020, 11:00 am-12:30 pm
Enlace de reunión: bit.ly/avloct17
Número de llamada: 883.548.0282 (Número Gratuito)
ID de la reunión: 917 9041 8493

El alcance del Anteproyecto EIR, incluyendo las metas y objetivos, el área del proyecto, la descripción del proyecto, y los impactos ambientales a ser evaluadas serán presentadas en las reuniones de alcance. Los intérpretes de español y armenio y/o persona de habla hispana/armenio estarán disponibles en las reuniones de alcance. Las traducciones al español y armenio de todos los materiales de la reunión también serán proporcionadas. Las adaptaciones de la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al (213) 922-4484 al menos con 72 horas de anticipación de la reunión.

FECHA LÍMITE DE COMENTARIOS: Además de los comentarios orales y escritos aceptados en las reuniones de análisis, los comentarios escritos y orales sobre el alcance del proyecto de EIR se aceptarán a partir del jueves 1 de octubre de 2020 hasta el sábado 31 de octubre de 2020.

DIRECCIÓN: Los comentarios escritos o (por correo electrónico) podrán enviarse a las siguientes direcciones:

Brian Balderrama, Director Principal
Metro
One Gateway Plaza, Mail Stop 99-17-2
Los Ángeles, CA 90012
Correo electrónico en: avl@metro.net

TELÉFONO: Los comentarios orales podrán presentarse a través de la línea de información del proyecto en 213.922.4844.

CNSB#3401111

109-89573-1

Avisos Legales Ficticious Name

FICTITIOUS BUSINESS NAME STATEMENT #2020133814
The following person is doing business as:

SONS OF THUNDER
2037 E. 10Th St. Apt. A
Long Beach, CA 90804
(LA COUNTY)

Jonathan Vera
2037 E. 10Th St. Apt. A
Long Beach, CA 90804
Andrea Rodiguez
2037 E. 10Th St. Apt. A
Long Beach, CA 90804

This business is conducted by: **A Married Couple.**
The registrant has not commenced to transact business under the fictitious business names listed herein.
SIGNED: Jonathan Vera (owner)
This statement was filed with the County Clerk of Los Angeles County on: **09/03/20**
NOTICE: THIS FICTITIOUS NAME STATEMENT EXPIRES FIVE YEARS FROM DATE IT WAS FILED IN THE OFFICE OF THE COUNTY CLERK. A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO THAT DATE. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the rights of another under federal, state, or common law (See section 14411 et seq., Business and Professions Code.
Pub: 09/17, 09/24, 10/01, 10/08/2020

Avisos Legales

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) REQUEST FOR PROPOSAL

LACMTA will receive Proposals for **Request for Proposals (RFP) No. PS71091, Consolidated Audits** as outlined in the Scope of Services on file at the 9th Floor Receptionist Desk, Vendor/ Contract Management Department, One Gateway Plaza, Los Angeles, CA 90012.

All Proposals must be submitted to LACMTA, and be filed at the reception desk, 9th floor, V/CM Department, on or before **2:00 p.m.** Pacific Time on **Thursday, October 29, 2020.** Proposals received after the above date and time may be rejected and returned unopened. Each proposal must be sealed and marked **RFP No. PS71091.**

For a copy of the Proposal specification, visit our Solicitation Page on our Vendor Portal at https://business.metro.net or for further information email Gregory Baker at bakerg@metro.net.
10/1/20
CNS-3401987#
LA OPINION

¿Busca servicios para su Hogar?
Encuéntrelo en
La Opinión

Avisos Legales Name Change

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
Case No. 20STCP02367

Superior Court of California, County of Los Angeles

Petition of: Carl McNulty for Change of Name

TO ALL INTERESTED PERSONS:

Petitioner Carl McNulty r filed a petition with this court for a decree changing names as follows:
Carl McNulty to Mhiach Noiti

The Court orders that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing.

NOTICE OF HEARING
Date: 11/18/20
Time: 3:00 PM
Dept: 72 Room 731

The address of the court is Stanley Mosk (Civil Department) 111 North Hill Street, Los Angeles, CA 90012
A copy of this Order to Show Cause shall be published at least once each week for four successive weeks prior to the date set for hearing on the petition in the following newspaper of general circulation, printed in this county: La Opinion Newspaper

Date: 07/24/2020
Ruth A. Kwan
Judge of the Superior Court
Pub: 09/24, 10/01, 10/08, 10/15/2020

Clasificados!

¿Necesitas un Plomero?
¡La Opinión lo tiene!
Búscalo en
http://laopinion.com/
Para anunciarse llame GRATIS al:
800-626-8332