

FINAL ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES AERIAL RAPID TRANSIT PROJECT LOS ANGELES, CALIFORNIA

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VOLUME III

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Comment Letter P73 – Daniel Andalon

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P73

Comment P73-1 As a member of the eastside community we fought long and hard, many years ago, to ensure our city and communities had greenspace for future generations.

Response P73-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P73-2 The EIR p 3.11-42 says the project would be inconsistent with the State Historic Park General Plan and would have to amend it. I am not in any way supportive of a project that would disrupt this plan!

Consider alternatives like the “shuttle bus connectors” which the EIR admits is superior alternative.

Response P73-2 Refer to Section 3.11, Land Use and Planning, of the Draft EIR, for a discussion of the proposed Project’s consistency with the Los Angeles State Historic Park General Plan. As discussed therein, the proposed Project’s Chinatown/State Park Station would be consistent with the goals and guidelines of the Los Angeles State Historic Park General Plan, including those that focus on recreation, aesthetics, interpretation, and access and circulation and thus would not conflict with its goals, policies, and objectives that were adopted for the purpose of avoiding or mitigating an environmental effect. However, State Parks considers there to be an inconsistency between the proposed Project and the Los Angeles State Historic Park General Plan and therefore a potentially significant impact because the Los Angeles State Historic Park General Plan does not identify transit as a use for the Park. Mitigation Measure LUP-A would be implemented to require the proposed Project to obtain a Los Angeles State Historic Park General Plan Amendment. The General Plan Amendment is subject to the review and approval by the State Park Commission, which retains its independent authority related to the proposed. With implementation of Mitigation Measure LUP-A, impacts related to inconsistencies with the Los Angeles State Historic Park General Plan would be reduced to a less than significant level. Refer to Topical Response F, Los Angeles State Historic Park, for additional discussion of the Los Angeles State Historic Park General Plan Amendment. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Draft EIR considered a range of reasonable alternatives pursuant to CEQA. The Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the

proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders traveling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region.

Comment Letter P74 – Chace Espinosa

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P74

Comment P74-1 Although I may not exist in LA to witness this potential establishment, I highly benefit this project, as it could grant a better view of the entire city and its aspect of transportation, and hopefully others that seem to criticize it can see it as a wide benefit in the mere future.

Response P74-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P75 – Franco Stefano Blancaflor

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P75

Comment P75-1 I SUPPORT this project!!??

Response P75-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P76 – Jacob Lopez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P76

Comment P76-1 As a Cathedral Student, I fully support the Gondola Project.

Response P76-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P77 – DJ Gonzalez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P77

Comment P77-1 i like the gondola and im a cathedral student

Response P77-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P78 – Xavier Garcia

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P78

Comment P78-1 I like it from cathedral student!

Response P78-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P79 – Cayla McCrae

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P79

Comment P79-1 Hello,

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

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

Response P79-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, for discussion of the footprint of the proposed Project in the Los Angeles State Historic Park. With the small footprint of the proposed Project's Chinatown/State Park Station, and the required clearances and the height at which the cabins would cross over the Park, the ability to use the vast majority of the Park would not be affected by the proposed Project. Refer to Response to S2-4 for additional discussion regarding the ability of uses to continue at the Park. Metro and the Project Sponsor acknowledge the more than 20 years of effort the community undertook to convert the closed rail yard at River Station to what is now the Los Angeles State Historic Park. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Regarding scenic vistas, as analyzed in the Draft EIR, there are no designated scenic vistas present in the area of potential impact. However, the Project area provides views that are considered scenic by certain viewers, including views of the downtown Los Angeles skyline, Los Angeles Union Station (LAUS), El Pueblo, Los Angeles State Historic Park, Arroyo Seco Parkway, Dodger Stadium, and the mountains that make up the Transverse Ranges, including the San Gabriel and San Bernardino Mountains. Specifically, as it pertains to Los Angeles State Historic Park, the open views of the Park, as well as the view of the downtown Los Angeles skyline, make the Park "visually memorable." As discussed in Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, views considered to be scenic locally would not be substantially impacted. In addition, while views from the Park toward the surrounding existing

urban landscape exhibit various visual values, and the proposed Project would not substantially impact these views as shown in the simulated views. Therefore, the proposed Project would not block any designated scenic views, alter a designated scenic area, or block panoramic views, and impacts to scenic or panoramic views would be less than significant. Additionally, refer to Section 3.04, Biological Resources, and Appendix E, Biological Resources Assessment, of the Draft EIR and Appendix G, Supplemental Biological Resources Report, of the Final EIR for discussion of how the risk of avian collisions with the cables or components of the proposed Project is less than significant. Design features of the proposed Project are likely to reduce the risk of avian collisions in comparison to transmission lines. First, the proposed Project's ropeway cables would not include a shield wire, unlike transmission lines, which would be expected to reduce collision risk. Second, the tight clustering of the three ropeway cables, in conjunction with the fact that the cables would be thicker than transmission lines, would make them more visible to birds in comparison to transmission lines. Third, the proposed Project would include devices that support and maintain proper separation between the cables of 3S systems known as slack carriers, which would increase the visibility of the cables to birds. Fourth, the proposed Project would implement BIO-PDF-C. The cabin windows would be designed to be non-transparent (tinted) and/or partially covered with a vinyl window film to be made visible to birds in flight. Reflective surfaces would be reduced as much as possible with opaque or translucent surfaces. Fifth, the gondola cabins travel along the cables at frequent intervals during the periods of operation, further increasing the visibility of the cables along which they are moving. Finally, the proposed Project would implement BIO-PDF-B. The Project Sponsor would develop an Avian Collision Mitigation, Monitoring, and Adaptive Management Plan to address the potential for bird collisions. The Plan would include monitoring, training, adaptive management, and reporting requirements related to avian and bat injuries or mortalities. All of these aspects would make the gondola cables less likely to result in avian collisions, compared to transmission lines.

Comment P79-2 THE McCOURT GONDOLA WOULD USE PUBLIC RESOURCES FOR PRIVATE PROFIT. This project requires the use of public rights of way, public air rights, and public lands and serves only to benefit Frank McCourt.

Response P79-2 Refer to Topical Response L for a discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 2.5, Proposed Project Alignment and

Components, with supporting data provided in Appendix Q, Proposed Alignment Plan and Profile, of the Draft EIR for discussion of how the proposed Project maximizes alignment along the public ROW and publicly owned property and minimizes aerial rights over private properties. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would provide numerous benefits to local businesses in El Pueblo, Chinatown, and other areas along the proposed Project alignment, including through potential partnerships with these businesses as well as by providing an accessible and affordable mobility option for employees and area residents.

Comment P79-3 THE McCOURT GONDOLA WOULD HARM OUR NEIGHBORHOODS. The enormous gondola cabins would travel over the rooftops of family housing. Neighborhoods located near the gondola stations would experience increased traffic and parking problems, endangering pedestrians, especially seniors and children.

Response P79-3 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for a discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Section 2.5, Proposed Project Alignment and Components, with supporting data provided in Appendix Q, Proposed Alignment Plan and Profile, of the Draft EIR, for discussion of how the proposed Project maximizes alignment along the public ROW and publicly owned property and minimizes aerial rights over private properties. Refer to Section 3.03 , Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the *Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment*, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines ("TAG"). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project's potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project

Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified. Refer to Section 3.17, Transportation, of the Draft EIR, for a discussion of how hazard and visibility impacts to pedestrians would be less than significant with mitigation. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would include pedestrian network improvements (such as hardscape and drought tolerant landscaping improvements), open space enhancements, including at the Alameda Triangle, the Los Angeles State Historic Park, and along the pedestrian pathway connecting Dodger Stadium Station and Dodger Stadium, and improved access to the Los Angeles State Historic Park and Elysian Park.

Comment P79-4 THE GONDOLA (LARTT LLC) AND METRO ARE, SEEKING APPROVALS WITHOUT MEANINGFUL COMMUNITY ENGAGEMENT OR TRANSPARENCY. A project that would permanently alter our neighborhoods and the Los Angeles State Historic Park requires a full public review. Basic information has been withheld including the location of the towers, and the height and scale of the stations. The two potential routes were chosen without public input.

Response P79-4 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. For example, after initially offering two options for the proposed Project alignment in the Notice of Preparation, responding to stakeholder input, the Project Sponsor announced it would proceed with the proposed Project alignment studied in the Draft EIR, including the intermediate Chinatown/State Park Station near the southernmost entrance to the Los Angeles State Historic Park. This decision was in direct response to both State Park and Chinatown stakeholders. Located within a short walk to many Chinatown businesses and Metro's L Line (Gold), this station also addresses the goal of creating a stronger connection with the Metro L Line and would also enhance transit access to the Los Angeles State Historic Park, Mission Junction, William Mead Homes, and the Los Angeles River. In addition to this significant modification in response to public input, the proposed Project stations were also redesigned to address public response to the

initial design vision for the proposed Project, by reducing the size by 26 percent and updating the architecture to better reflect the neighboring communities. As discussed in Topical Response C, Project Features, the design for the proposed Project's stations and junction studied in the Draft EIR would provide an opportunity for site specific artwork that is reflective of the unique neighborhood culture and could be commissioned from local artists. In addition, the proposed Project's cabins could feature artwork from local artists or other community programming. Further, as discussed in Section 2.0, Project Description, of the Draft EIR, implementation of the proposed Project's Alameda Tower would include reuse and integration of the existing pavers located at the Alameda Triangle, and both the Alameda Tower and Alpine Tower will provide additional hardscape and landscape updates around the tower bases. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's opportunities for public testimony during the Draft EIR public review period. During the public review period, comments on the Draft EIR could be submitted in writing via email or mail, by phone, and in writing or verbally during the four public hearings. Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the four public hearings, with interpretation provided in Taishanese during the final two public hearings. Refer to Section 3.11, Land Use and Planning, of the Draft EIR, for discussion of Mitigation Measure LUP-A, which would be implemented to require the proposed Project to obtain a Los Angeles State Historic Park General Plan Amendment. The General Plan Amendment is subject to the review and approval by the State Park and Recreation Commission, which retains its independent authority related to the proposed Project. The General Plan Amendment process would include additional public processes before the Commission. Refer to Section 2.0, Project Description, for a description of the location and design, including dimensions, of the proposed Project's stations, towers, junction, and cabins.

Comment P79-5 TAXPAYERS WILL LIKELY END UP PAYING FOR THIS PROJECT. How will McCourt pay for it? What will it cost to operate and maintain the system? What happens with cost overruns? Who pays for it?

Response P79-5 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response L for a discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated

to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P79-6 THIS IS A TOURIST ATTRACTION, NOT REAL TRANSIT. At up to \$30 per ticket for a 1.5-mile ride, this project is not transit that community members would use to access essential services.

Response P79-6 Refer to Topical Response C, Project Features, for discussion of how the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for discussion of how the proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station.

Comment P79-7 REAL PUBLIC TRANSIT TO DODGER STADIUM EXISTS AND IS OPERATING. The Dodger Stadium Express which has committed to zero emissions is a wildly popular bus program utilized by many happy Dodger fans.

Response P79-7 Refer to Response P79-6 for an overview of the need for the proposed Project. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives, which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities. Further, electrification of the Dodger Stadium Express buses would not negate the operational issues associated with substantially expanding the Dodger Stadium Express. Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders travelling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region.

Comment P79-8 STOP THE CORPORATE WELFARE for billionaires and the privatization of our public spaces.

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

Sincerely,

Cayla McCrae

Response P79-8 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. This

comment provides a general summary of the comments raised in this letter. Responses to the comments contained in this letter are provided above in Responses P79-1 through P79-7.

Comment Letter P80 – Thomas Lemos

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P80

Comment P80-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). This project does nothing for the surrounding neighborhoods and literally makes them irrelevant by placing this eye sore for all to see every day. This is something that would only be utilized part of the year. There are already buses to Dodger Stadium and if more access is needed, maybe they should work on improving access without impacting a neighborhood with a huge eyesore that would be a waste of money. Take the money to be spent on this project and work on making the current system better. Don't build something that won't be used by anyone except on game days.

Response P80-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon,

and the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P81 – Marissa Roy

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P81

Comment P81-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

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

Response P81-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, and Appendix A, Scoping Report, of the Draft EIR, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Metro engaged stakeholders in neighborhoods along the proposed Project alignment in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from stakeholders in neighborhoods along the proposed Project, including Chinatown, during this period led directly to changes to the proposed Project, including selecting the proposed Project's alignment and the location of Chinatown / State Park Station, as discussed in Section 5.0, Other CEQA Considerations, of the Draft EIR. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for a discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to

meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between Los Angeles Union Station (LAUS) and the Dodger Stadium property and improving connectivity for surrounding communities.

Comment Letter P82 – Tabatha Yelos

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR, for reference.

Responses to P82**Comment P82-1** Deputy Executive Office Cory Zelmer,

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

This project will be dangerous for the community. I do a lot of work in the area as an organizer, and I can tell you that people are not truly informed about the impacts of this project. Chinatown has the second lowest AMI in the City after Skid Row. This is a community that needs investment in housing, grocery stores, and healthcare facilities!!

Response P82-1 This comment indicating opposition to the proposed Project is noted and will be provided to the decision makers for review and consideration. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of how comparable aerial transit systems in cities around the world operate safely, efficiently, and in concert with nearby residential and open space uses. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, and Topical Response N, Environmental Justice, for discussion of how the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues, and would benefit the surrounding community by alleviating existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety. Additionally, the proposed Project is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment, providing connections to Metro's growing regional public transit system. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P82-2 A construction project in the neighborhood will have negative impacts, especially in air quality for a community of majority-elderly residents. That's crazy!

- Response P82-2** Refer to Section 3.03, Air Quality, and Appendix D, Air Quality/Health Risk Assessment Technical Report, of the Draft EIR for discussion of the impacts to air quality from construction of the proposed Project, which would be less than significant. As shown in Table 3.3-4 and Table 3.3-5 on page 3.3-22 and page 3.3-23 of the Draft EIR, respectively, the proposed Project would not exceed daily mass emissions thresholds during construction. Table 3.3-6 and 3.3-7 on page 3.3-24 and page 3.3-26 of the Draft EIR, respectively, show that construction activities would also not exceed thresholds for localized emissions of criteria pollutants or health risk thresholds. As discussed in Section 3.03, the proposed Project's Health Risk Assessment evaluated the estimated cancer risk and non-cancer chronic hazard index associated with construction of the proposed Project. The HRA was conducted in accordance with SCAQMD risk assessment guidelines, which include a number of conservative assumptions to be protective of human health and to estimate potentially higher risks and sensitivity factors for infants, children, and other sensitive receptors. The HRA also assessed risks for off-site sensitive receptors including residents, daycare children, school children, and senior centers. Table 3.3-7, Maximum Individual Cancer Risk and Hazard Index due to Construction of the Project, of the Draft EIR, provides the results from the construction HRA, showing that the maximum incremental cancer risk and chronic non-cancer impacts would be below SCAQMD significance thresholds for all modeled receptors, which include the sensitive receptors (e.g., senior centers) located near proposed construction areas.
- Comment P82-3** The meetings have also not been conducted in Cantonese, which is the main language spoken in the neighborhood. Vietnamese is also spoken a lot in the area.
- Response P82-3** Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Proposed Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.
- Comment P82-4** We all know that McCourt plans on developing the Dodgers parking lot so, will this really reduce traffic? Or just displace it to another neighborhood? Chinatown cannot become a parking lot!!
- Response P82-4** Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project

Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the *Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment*, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project’s stations. Parking is not required to be analyzed under CEQA or the TAG. Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project’s potential to affect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified.

Comment P82-5 This will be devastating to the community. Do better! We need AFFORDABLE HOUSING, GROCERY STORES, AND HEALTHCARE FACILITIES for an aging community. Not this ridiculous project that will destroy the community and poison elderly residents!

PLEASE DON'T BUILD THIS!

Tabatha

Tabatha Yelos

tabatha@groundgamela.org

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Los Angeles, California 90028

Response P82-5 This comment provides a general conclusion regarding the comments raised in this letter. Responses to the comments contained in this letter are provided above in Responses P82-1 through P82-4.

Comment Letter P83 – Logan Rapp

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P83**Comment P83-1** Deputy Executive Officer Cory Zelmer,

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

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

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

Response P83-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response D, Metro Is the Proper Lead Agency for the Proposed Project As the Region's Transportation Authority; Metro Named and Consulted With the Applicable Responsible Agencies, for discussion of how Metro is the proper lead agency for the proposed Project because Metro has primary responsibility for implementation of the proposed Project as the region's transportation authority. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period.

Comment Letter P84 – Amy Gatto

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P84

Comment P84-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). This project will drive private profits, but will take public funding away from other important projects, like installing crosswalks and traffic lights.

Response P84-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P84-2 The poles will sit on public land and the gondola will take public airspace. Thank you for your consideration.

Response P84-2 Refer to Section 2.5, Proposed Project Alignment and Components, with supporting data provided in Appendix Q, Proposed Alignment Plan and Profile, of the Draft EIR for discussion of how the proposed Project maximizes alignment along the public ROW and publicly owned property and minimizes aerial rights over private properties.

Comment Letter P85 – Akio Katano

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P85

Comment P85-1 Deputy Executive Officer Cory Zelmer,

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

Response P85-1 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the *Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment*, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project’s stations. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines (“TAG”). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project’s potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro’s considerations regarding gentrification and displacement. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would provide numerous benefits to local businesses in El Pueblo, Chinatown, and other areas along the proposed Project alignment, including through potential partnerships with these businesses as well as by providing an accessible and affordable mobility option for employees and area residents.

Comment P85-2 To go forward with a project like this without a public proposal process or competitive bidding is an insult to the city. At a time that we're already struggling with corruption

in city hall, to conceal details from the people shows that this is going to be a naked cash grab by developers.

Response P85-2

This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The public input during this period led directly to changes to the proposed Project to incorporate public feedback, including changes to the proposed Project alignment to include the intermediate Chinatown/State Park Station, redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of outreach and community engagement during the Draft EIR public review period and community engagement efforts during the preparation of the Final EIR. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provides detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response L, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P86 – Timothy Hayes

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P86

Comment P86-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). Metro has a history of making important decisions behind a veil of privacy. This lack of transparency is again on display with this absurd proposal. From financing to ownership and operation nothing has been made clear to the public. What makes this is even more infuriating is that the public will probably be left holding the bag by a series of decisions they never got to interrogate or vote on. The gondola is a weird vanity project that neither the city nor the neighborhood needs.

Response P86-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and

Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P87 – Anthony Weiss

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P87**Comment P87-1** Deputy Executive Officer Cory Zelmer,

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

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

Response P87-1 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for discussion of how the proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P87-2 Perhaps even more troubling to me is the apparent constant demands from the chief organizers of this private gondola project to demand that everyone who interacts with them — including government agencies — sign Non-Disclosure Agreements,

likely a violation of law, and undeniably a slap in the face to any sense of public trust. How are we know even basic information about this project? How much it will cost? How much of that cost will be borne by the public? Who will be responsible for cost overruns? Where will the support pillars go? Which communities will they disrupt, which people displace? As a resident of Los Angeles and a taxpayer, I am deeply concerned about how this will affect the finances and economy of my city, as well as my fellow residents.

Response P87-2 Refer to Section 2.0, Project Description, of the Draft EIR, for information about the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project’s capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project’s capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of the location and design of the Alameda Tower, Alpine Tower, and Stadium Tower. Metro has complied with and will comply with all applicable laws. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project’s public outreach during the Draft EIR public review period.

Comment P87-3 Metro is moving forward with this project despite the lack of public interest or desire, beyond the McCourt family real estate empire, without competitive bidding, without community consultation or input.

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

Response P87-3 Refer to Response P87-1 for an overview of the need for the proposed Project. This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro’s sole source determination for the proposed Project. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, and Appendix A, Scoping Report, of the Draft EIR, for discussion of the proposed Project team’s outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project’s features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process.

Metro engaged stakeholders in neighborhoods along the proposed Project alignment in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from stakeholders in neighborhoods along the proposed Project, including Chinatown, during this period led directly to changes to the proposed Project, including selecting the proposed Project's alignment and the location of Chinatown / State Park Station, as discussed in Section 5.0, Other CEQA Considerations, of the Draft EIR. Eight public meetings were held immediately preceding and during the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. The Draft EIR itself serves as part of the "due diligence" for the proposed Project, with 7,877 pages of detailed analysis from experts in their respective fields, intended to provide the public and decision makers the information that they need to meaningfully consider the proposed Project's potential environmental impacts. Refer to Response P87-1 for discussion of the Project Sponsor.

Comment Letter P88 – Betty Doumas-Toto

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P88

Comment P88-1 Deputy Executive Officer Cory Zelmer,

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

Response P88-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P88-2 Metro went forward with this project without an open public process and without competitive bidding. I don't understand the ownership or operation of the project because the details have been hidden from the community. Who is paying for this project? Will taxpayers be left holding the bag? There has been 0 transparency.

Response P88-2 This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period.

Comment P88-3 The community has been neglected and our voices have not been heard. No one asked us our vision for our community.

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

Response P88-3 Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team’s outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project’s features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response C, Project Features, for discussion of the proposed Project’s features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, privacy features, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment Letter P89 – Eli Jacobovitz

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P89**Comment P89-1** Deputy Executive Officer Cory Zelmer,

I am in absolute opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). This is a project that would destroy a community of people of color in the Chinatown area of Los Angeles. This is a project that is geared towards tourists and no one in the community asked for or wants this project.

Response P89-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Response P89-2 for a discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities.

Comment P89-2 It is not needed and will do harm to poor communities and will displace the surrounding community that lives where this project would be constructed. This is another Chavez Ravine and if put forth will live in the same infamy of displacement, increasing number of homelessness, and mistreatment of people of color. Chinatown is a beautiful part of our city that should be respected and preserved, not bastardized with a facade of a metro project that will also eat into their budget when we need metro improvements that Angelinos HAVE asked for.

Response P89-2 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential and open space uses. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice, how the proposed Project supports Metro's goal of prioritizing equity opportunities, is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment, including Chinatown, how the public outreach for the proposed Project was designed

with environmental justice principles in mind, how the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment Letter P90 – Jennifer Lei

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P90

Comment P90-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I don't believe that it will provide any additional benefits to the community. There is already a problem with housing and buying out properties to install the gondola would not be a good use of our resources. Additionally, there is already a free shuttle that is in use with a designated bus lane that goes through Sunset. As a resident that lives near Dodger Stadium, I understand that traffic congestion can get crowded but a research study done by UCLA acknowledges that the gondola would only limit traffic by 1%. The benefits do not weigh out the consequences. Please stop the construction of the gondola.

Response P90-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. The Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment (Assessment) found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft, and recommended the proposed Project work with Metro to identify a transit partnership to further encourage proposed Project riders to take transit, walk, or bike to the proposed Project's stations. This partnership could include providing a free connecting Metro or Metro bikeshare ride with a ticket for the proposed Project, or other measures to further encourage a complete transit trip. By providing efficient, high-capacity, and faster alternative access to Dodger Stadium for games and special events, however, overall vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days would be reduced by the proposed Project because of game/special event attendees shifting to riding public transit rather than driving to Dodger Stadium. Refer to Topical Response O, Response to UCLA Mobility Lab Study, for detailed responses to the items in the Mobility Lab Study. The Mobility Lab Study was not submitted by its authors at the Mobility Lab as a comment on the proposed Project's Draft EIR, and does not appear to have been prepared for that purpose.

Comment Letter P91 – Melody McBride

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P91

Comment P91-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P91-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P92 – Gizelle V zquez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P92

Comment P92-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). As a lifelong resident of the city of Los Angeles, I have seen many instances of the displacement of residents. This project would be another instance of this and increase the cost of living in this area. I also do not believe the gondola is necessary for the city, as free transportation already exists to Dodger Stadium. The funds would be better used elsewhere to help the people of Los Angeles.

Response P92-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement.

Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned

sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P93 – Dylan Kirk

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P93**Comment P93-1** Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). It will negatively affect so many communities, and there is so little research that justifies the funding and execution of this project.

Response P93-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential and open space uses. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P93-2 There has been a complete lack of transparency, and as a lifelong LA resident and Dodgers fan, I find this project to be a waste of taxpayer dollars. There has been little to no community input, and we're heading into a recession; LA residents, especially those in affected communities, don't want to spend money on a useless gondola. Put the money into improving the public transportation system in LA, and improving the lives of residents who rely on public transportation to support the local economy instead of trying to increase profit. It's a scummy plan, and everyone so know vehemently opposes it. So who actually wants this? Because it doesn't seem like local residents do.

Response P93-2 Refer to Response P93-1 for an overview of the need for the proposed Project and for discussion of the proposed Project's costs and planned sources of funding. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would provide numerous benefits to local businesses in El Pueblo, Chinatown, and other areas along the proposed Project alignment, including through potential partnerships with these businesses as well as by providing an accessible and affordable mobility option for employees and area residents. As discussed in Section 2.0, Project Description, of the Draft EIR, and Topical Response C, Project Features, the proposed Project creates a first/last mile transit link for residents and businesses within Chinatown while unifying and connecting communities through transit mobility access. This new mode of transportation will expand rider access to the regional transit system by attracting new visitors including Dodgers fans, and represents an opportunity for additional visitors along the proposed Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential partnerships that drive customers to Chinatown and other businesses along the proposed Project alignment, which, consequently, adds revenues to these small businesses in the communities the proposed Project hopes to serve.

Comment Letter P94 – Cole Barrios

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P94**Comment P94-1** Deputy Executive Officer Cory Zelmer,

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

Response P94-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements.

Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project's ridership model which is based on extensive data sources and assumptions validated by data, and the management of queueing at stations, and pre-game and post-game transportation. Refer to Topical Response O, Response to UCLA Mobility Lab Study,

for detailed responses to the items in the Mobility Lab Study. The Mobility Lab Study was not submitted by its authors at the Mobility Lab as a comment on the proposed Project's Draft EIR, and does not appear to have been prepared for that purpose. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Comment Letter P95 – Ashley Harmon

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P95

Comment P95-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P95-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P96 – Anne Freiermuth

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P96**Comment P96-1** Deputy Executive Officer Cory Zelmer,

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

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

Response P96-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P96-2 The Dodgers already regularly violate the agreement they have with local residents about how many events happen each year and when. Now they want a city-funded project to enable them to do even more.

Response P96-2 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Response P96-1 regarding the Project Sponsor and funding for the proposed Project.

Comment P96-3 This project was effectively fought by the local community in the past. Now it's just moved to another venue with new branding. It needs to be stopped now.

Response P96-3 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P97 – Peter Kwong

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P97

Comment P97-1 Hello LAART:

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

Response P97-1 This comment provides a general introduction regarding the comments raised in this letter and indicates support for the proposed Project. Responses to the comments contained in this letter are provided below in Responses P97-2 through P97-4.

Comment P97-2 Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

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

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

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

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

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

Response P97-2 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response C. Project Features, discussing the proposed Project's potential partnerships with and benefits to local businesses. As discussed in Section 2.0, Project Description, of the Draft EIR, and Topical Response C, Project Features, the proposed

Project creates a first/last mile transit link for residents and businesses within Chinatown while unifying and connecting communities through transit mobility access. This new mode of transportation will expand rider access to the regional transit system by attracting new visitors including Dodgers fans, and represents an opportunity for additional visitors along the proposed Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential partnerships that drive customers to Chinatown and other businesses along the proposed Project alignment, which, consequently, adds revenues to these small businesses in the communities the proposed Project hopes to serve. Refer to Topical Response N, Environmental Justice for a discussion of how the Draft EIR fully analyzed and disclosed the proposed Project's potential environmental effects, including on the surrounding communities. Specifically, the Draft EIR addressed topics related to environmental justice, including the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution.

Comment P97-3 I believe that the Gondola project will inject economic stimulus for the remaining businesses. Hopefully others will see those businesses thrive and incentivize previous business owners, as well as other local and community interests, to re-invest in Chinatown.

Response P97-3 Refer to Topical Response C, Project Features, discussing the proposed Project's potential partnerships with and benefits to local businesses. As discussed in Section 2.0, Project Description, of the Draft EIR, and Topical Response C, Project Features, the proposed Project creates a first/last mile transit link for residents and businesses within Chinatown while unifying and connecting communities through transit mobility access. This new mode of transportation will expand rider access to the regional transit system by attracting new visitors including Dodgers fans, and represents an opportunity for additional visitors along the proposed Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential partnerships that drive customers to Chinatown and other businesses along the proposed Project alignment, which, consequently, adds revenues to these small businesses in the communities the proposed Project hopes to serve.

Comment P97-4 This project has reached out to local people such as myself, to find out what we would like to see from them. There are many companies that never reach out to Chinatown and only reach out to us as an after thought.

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

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

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

Best Regards,

Peter Kwong

Best Western Plus Dragon Gate Inn

Response P97-4

This comment provides a general conclusion regarding the comments raised in this letter and indicates support for the proposed Project. Responses to the comments contained in this letter are provided above in Responses P97-2 through P97-3.

Comment Letter P98 – Ben Kolstad

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P98

Comment P98-1 This must be the worst idea I’ve heard in years. Please just use more buses. This pie-in-the-sky project reeks of special interest money. It is not a realistic solution to the problem of traffic during Dodger home games. Thanks very much.

Ben Kolstad

Dodger fan since '77:

Response P98-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project’s underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities and how Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders travelling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region.

Comment Letter P99 – Ray Melendez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P99

Comment P99-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P99-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment P99-2 And don't add any of those redflex red light cameras scams. Not sure who took payola for the ones in canoga park down canoga ave. What a shame. Someone got bribed.

Response P99-2 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P100 – Micah Enloe

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P100

Comment P100-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P100-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P101 – Steve Mirkin

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P101

Comment P101-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P101-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P102 – Edgar Mendez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P102

Comment P102-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P102-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P103 – Gabriella Nieves

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P103

Comment P103-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P103-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P104 – Wendy Whitcup

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P104

Comment P104-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P104-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P105 – Phyllis Ling

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P105

Comment P105-1 Are both of the in-person DEIR public hearings for the LA ART Gondola (Aerial Rapid Transit project) being held in the “open house” format with various posters and kiosks stationed throughout the room? If so, how will people be able to make verbal public comment at these in-person meetings?

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

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

Response P105-1 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project’s public outreach during the Draft EIR public review period. The format of the in-person public meetings immediately preceding, during, and immediately following, the Draft EIR public review period was an Open House, consistent with standard Metro practice, where attendees could learn more about the proposed Project and the key analyses and conclusions of the Draft EIR, and also a public comment opportunity. Twelve stations were set up throughout the venue, with ten stations focused on specific subject matter areas of the Draft EIR. Attendees could walk around to each station and ask questions to subject-matter experts about the proposed Project. Each station had large, printed boards summarizing the subject matter of that station, including: the Project Description, Aesthetics, Air Quality, GHG, and Energy, Cultural (Archaeology and Historical Resources), Parks and Recreation, Noise, Transportation, and Parking. Each station also included printed materials that attendees could review and/or take with them, including fact sheets in English, Spanish, and Chinese (Simplified) and printed copies of the presentation from the virtual public hearing in English, Spanish, Chinese (Simplified) and Chinese (Traditional). A hard copy of the Draft EIR was also available at the Summary of Impacts station for attendees to review. The meeting was staffed by Metro and AECOM staff, experts on subject matter areas including Transportation and Parking; Archaeology; Historical Resources; Air Quality, Greenhouse Gas, and Energy; Ropeway Engineering; Noise; and Aesthetics, and the Project team, who answered questions from attendees on the Draft EIR key analyses and conclusion. During the two in-person public meetings that were public hearings, comments could be submitted either in writing on forms provided by Metro, or verbally to the court reporters who were set up at a “comment station” in the venue. Written comment forms provided instructions on how to comment on the Draft EIR in English, Spanish,

and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment Letter P106 – Jack Tovar

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P106

Comment P106-1 Dear Mr. Cory Zelmer, I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Response P106-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P107 – Nancy Hoven

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR, for reference.

Responses to P107

Comment P107-1 I would like to make comment on the proposed gondola project between Union Station and Dodger Station. This is not a viable project to serve the greater community of Los Angeles residents.

Specifically:

Response P107-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P107-2 1. It is a for-profit company requesting the project, to be subsidized with taxpayer dollars and will benefit a relatively small percentage of the population. It will cost users considerable money to use the service, unless they hold Dodger tickets. This does not make the service accessible to those on limited incomes, rather only those who can afford Dodger tickets or the fare.

Response P107-2 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system,

approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P107-3 2. It serves a very limited community of people, specifically Dodger baseball fans and some communities along the route. They have other options such as the free Dodger buses during baseball season, and other Metro buses and trains.

Response P107-3 In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. The proposed Project would provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first/last mile multi-modal options at the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station.

Comment P107-4 3. Metro dollars would better serve ALL the communities within Los Angeles by making improvements in current Metro bus and train lines. Adding more frequent service, doing a better job at providing safe stations and vehicles, expanding the Metro Micro project, and improving overall cleanliness.

Response P107-4 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Response P107-2 for detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding.

Comment P107-5 4. This would not necessarily reduce traffic and emissions. If it becomes a tourist or local novelty attraction, people will drive to the stations on the gondola route, impacting congestion and parking in surrounding neighborhoods, and not really reduce emissions overall. The sorry state of cleanliness and safety on bus and train lines discourages many people who might consider using current public transit to connect to a gondola station. The gondola will not attract more regular transit riders. We should invest in making our current transit work for those who have no options and must take public transit to their jobs, schools, medical appointments, and more.

Response P107-5 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N,

Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Response P107-3 for discussion of how the proposed Project would also provide daily service for the surrounding communities, would be free to ride for anyone with a ticket to a Dodgers game, and the Community Access Plan. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines ("TAG"). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project's potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified.

Comment P107-6 5. It would be unsightly, looming over the State Historic Park, and the light, noise and mechanisms would impact wildlife, especially bird life. These elements would also impact the experience of park users and residents of adjacent communities.

Response P107-6 Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant, including at the Park. Specifically, as discussed therein, impacts from light and glare would be less than significant, including at the Park. Refer to Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, for discussion of the footprint of the proposed Project in the Los Angeles State Historic Park. With the small footprint of the proposed Project's Chinatown/State Park Station, and the required clearances and the height at which the cabins would cross over the Park, the ability to use the vast majority of the Park would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the park. Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of the construction and operational noise impacts from the proposed Project. As detailed therein, construction related noise impacts would be significant and unavoidable even with

implementation of mitigation. Operational noise impacts would be less than significant. Refer to Section 3.04, Biological Resources, and Appendix E, Biological Resources Assessment, of the Draft EIR and Appendix G, Supplemental Biological Resources Report, of the Final EIR for discussion of how the risk of avian collisions with the cables or components of the proposed Project is less than significant. Design features of the proposed Project (e.g., the lack of shield wires, the inclusion of slack carriers, presence of moving gondola cabins, and vinyl window film) are likely to reduce the risk of avian collisions in comparison to transmission lines.

Comment P107-7 Again, please don't invest taxpayer dollars into a project with limited benefit to the overall Los Angeles community.

Thank you for your consideration.

Nancy Hoven

Response P107-7 Refer to Response P107-2 for detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding.

Comment Letter P108 - Miguel Nisthal

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P108

Comment P108-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P108-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P109 - Mike Connors

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P109

Comment P109-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P109-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P110 – Karin Costello

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P110

Comment P110-1 I strongly oppose Frank McCourt's vanity project.

Response P110-1 This comment indicating opposition to the proposed Project is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P110-2 It will not seriously reduce traffic, it's expensive, and it will disrupt a neighborhood that is already greatly challenged.

Response P110-2 The proposed Project's ability to reduce vehicular travel is discussed in Section 3.17, Transportation and Appendix N, Transportation Appendices, of the Draft EIR. The proposed Project would improve mobility and accessibility for the region by connecting LAUS to Dodger Stadium via an aerial gondola system, including an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. Given the capacity of this system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days, thereby reducing VMT and GHG emission. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential and open space uses.

Comment P110-3 McCourt has never done anything good for Los Angeles, and he won't start now.

I'm a lifetime Dodgers fan and native Angeleno.

Response P110-3 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Response P110-1 for discussion of the Project Sponsor.

Comment Letter P111 – Ben Park

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P111

Comment P111-1 Please do not approve the LA ART Gondola.

This project would bring negative consequences to the neighborhoods it would be built in, from noise pollution, disruptive land use and displacement of residents and businesses, to the gentrification of the communities. Furthermore, all that disruption is unnecessary:

Response P111-1 As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment P111-2 A far better solution to improve public transit to Dodger Stadium would be to increase the scale and reach of the Dodger Express bus shuttle routes. This solution can be made sustainable with an all-electric bus fleet, an investment that would cost far less, and be a much easier and more effective solution, in every way, than the LA ART Gondola.

Thanks for your time.

Response P111-2 Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park, and how electrification of the Dodger Stadium Express buses would not negate the operational issues associated with substantially expanding the Dodger Stadium Express. Improving the connection between LAUS and

Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders traveling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region.

Comment Letter P112 - Desmond Blik

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR, for reference.

Responses to P112

Comment P112-1 Hi Cory,

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

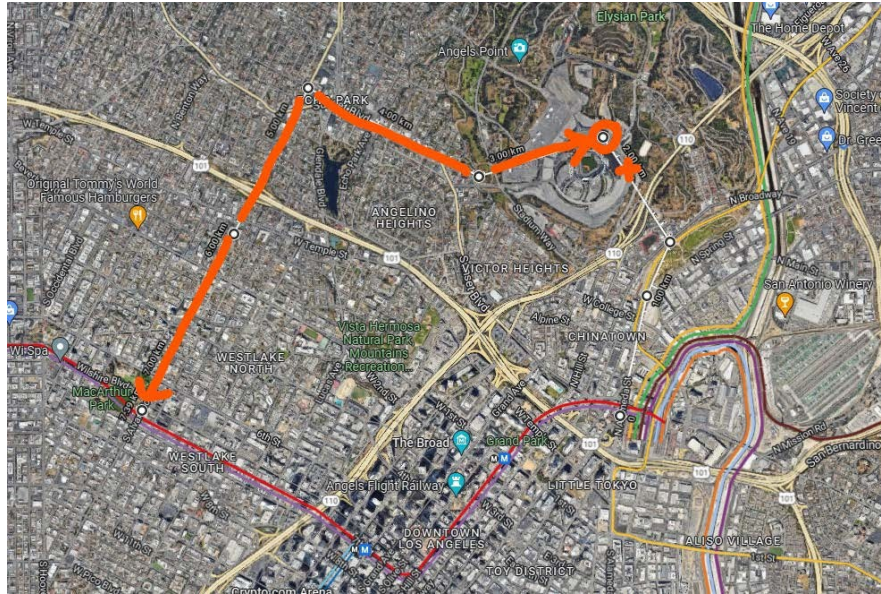
Cool project, but 100 event days out of 365 calendar days seems like a low ratio. Would be a shame to have such a great piece of infrastructure with such frequent service to a site that certainly has some high peaks, but also has a lot of valleys. With that in mind is it possible to adjust the project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

Response P112-1 Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park.

Comment P112-2 1- Is there a way to implement a condition that the Dodgers redevelop at least some of the parking with a mix of housing (potentially affordable) and other uses? This would potentially reduce the peak event parking and traffic load (addressing some of the air quality and congestion concerns) and provide a more consistent source of ridership on the 265 non-event days each year.

Response P112-2 As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project solely proposes an aerial gondola system. The proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles.

Comment P112-3 2- Is there a way to extend the alignment westward to serve Echo Lake? Possibly this involves second or third phases, but critically, locating and designing the stadium gondola terminal in a way that allows for future extension seems like it would be prudent, as one never knows, and it could allow for better service to Echo Lake (which is a bit off the transit track otherwise) and a potential link to the red and purple lines at MacArthur park, making access to Dodger Stadium more convenient from that direction. Pictured below (X is deleted stadium terminal, O is new stadium terminal location; think the lines mostly stick to public right-of-way):



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

-Des

Desmond Blik

403.370.2330 | desmond.blik@gmail.com

Response P112-3 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P113 - Ovo Xxx

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P113

Comment P113-1 Dear Mr. Cory Zelmer, I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Response P113-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P114 - Hugo Garcia

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P114

Comment P114-1 I was wondering if your on-line outreach notices are available in Spanish language. Please let me know.

Response P114-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified).

Comment Letter P115 - Phyllis Ling

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P115

Comment P115-1 Hello, I haven't seen any response to my question yet. Could you please let me know the format of tomorrow's LA ART DEIR hearing at Union Station? Will there be a formal presentation and then a time for people to go up to a microphone to provide verbal comment?

Thanks, Phyllis Ling

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

> Hello,

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

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

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

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

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

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

Response P115-1 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach during the Draft EIR public review period. The format of the in-person public meetings immediately preceding and during the Draft EIR public review period was an Open House, consistent with standard Metro practice, where attendees could learn more about the proposed Project and the key analyses and conclusions of the Draft EIR, and also a public comment opportunity. Twelve stations were set up throughout the venue, with ten stations focused on specific subject matter areas of the Draft EIR. Attendees could walk around to each station and ask questions to subject-matter experts about the proposed Project. Each station had large, printed boards summarizing the subject matter of that station, including: the Project Description, Aesthetics, Air Quality, GHG, and Energy, Cultural (Archaeology and Historical Resources), Parks and Recreation, Noise, Transportation, and Parking. Each station also included printed materials that attendees could review and/or take with them, including fact sheets in English, Spanish, and Chinese (Simplified) and printed copies of the presentation from the virtual public hearing in English, Spanish, Chinese (Simplified) and Chinese (Traditional). A hard copy of the Draft EIR was also available at the Summary of Impacts station for attendees to

review. The meeting was staffed by Metro and AECOM staff, experts on subject matter areas including Transportation and Parking; Archaeology; Historical Resources; Air Quality, Greenhouse Gas, and Energy; Ropeway Engineering; Noise; and Aesthetics, and the Project team, who answered questions from attendees on the Draft EIR key analyses and conclusion. During the two in-person public meetings that were public hearings, comments could be submitted either in writing on forms provided by Metro, or verbally to the court reporters who were set up at a “comment station” in the venue. Written comment forms provided instructions on how to comment on the Draft EIR in English, Spanish, and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment Letter P116 - Schenae Rourk

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P116

Comment P116-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P116-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment P116-2 In addition, the goals of 35% for local, small, diverse, dvbe and lgbtq is a goal that Metro is also moving towards with their 48x28. They help with economic recovery and that is what we want for our communities.

Response P116-2 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response C, Project Features, for a discussion of how the Project Sponsor has committed to a goal of 35 percent utilization of minority business enterprises (MBE), women business enterprises (WBE), disadvantaged business enterprises (DBE), small business enterprise (SBE), disabled veteran business enterprises (DVBE), and LGBTQ-owned businesses during the proposed Project's construction phase.

Comment Letter P117 - Christian D. Návar

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P117

Comment P117-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P117-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P118 - Celeste Salazar

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P118

Comment P118-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P118-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P119 - Anna Menedjian

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P119

Comment P119-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P119-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P120 - Casa Wilson

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P120

Comment P120-1 My name is Casa Wilson, and I live at 419 Solano Avenue near Broadway. I'm writing to provide public comment on the proposed Dodger Stadium Gondola Project.

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

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

Response P120-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P120-2 The project would require the construction of those stations, a junction and a few towers, which Metro's EIR states "would result in significant and unavoidable impacts related to noise and vibration." Where? For how long?

Response P120-2 Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of the construction noise impacts from the proposed Project. Tables 3.13-17 and 3.13-18 on pages 3.13-35 to 3.13-45 of Section 3.13, Noise, of the Draft EIR, show the locations where on-site construction noise impacts would occur during each phase of construction of the proposed Project, based on the L.A. CEQA Thresholds Guide and FTA analysis methods. Additionally, Tables 3.13-19 and 3.13-20 provide a summary of the proposed Project's construction impacts across all phases of construction of the proposed Project per the L.A. CEQA Thresholds Guide analysis and FTA analysis. As detailed therein, on-site construction related noise impacts would be significant and unavoidable even with implementation of mitigation. Mitigation Measure NOI-A would be implemented during construction of the proposed Project, requiring a Construction Noise Management Plan to minimize construction-related noise impacts to off-site noise-sensitive receptors, which would include construction noise barriers. Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of the vibration impacts from construction of the proposed Project. Vibration impacts associated with the proposed Project were analyzed in the Draft EIR both for building damage and

human annoyance. Table 3.13-28 on page 3.13-62 of Section 3.13, Noise, of the Draft EIR, shows the location where on-site construction vibration impacts would occur during each phase of the construction of the proposed Project. With implementation of Mitigation Measures VIB-A and VIB-B during construction of Alameda Station, vibration damage impacts at the Avila Adobe, the Old Winery, and El Grito Mural, would be less than significant. As demonstrated in Table 3.13-28 on page 3.13-62 of Section 3.13, Noise, of the Draft EIR, the proposed Project would result in significant and unavoidable human annoyance impacts during construction of the proposed Project. Refer to Section 2.8, Construction, in Section 2.0, Project Description, and Appendix B, Construction Assumptions, of the Draft EIR, for discussion of the duration of construction for each component of the proposed Project.

Comment P120-3 2. The project serves ONLY Dodger Stadium and, for the most part, baseball fans which already have a free transit option (the buses that run from Union Station). As the California Endowment has pointed out, this is a tourist stunt, not an actual, viable transit option that will widely serve the community. I imagine it will also go empty for half the year when there are no Dodgers games!

Response P120-3 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. Refer to Topical Response A, SB 44, for discussion of how the proposed Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P120-4 3. The apparent conflict of interest between Drew McCourt's company and his family's ties to the Dodgers and the stadium

Response P120-4 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P120-5 4. The invasion of privacy for the residents of Chinatown and Solano Canyon. We're already facing a possible high rise apartment building development at the end of our street on Broadway (funded by another wealthy, connected L.A. family that owns the San Antonio Winery) that will bring more traffic and people to our quiet neighborhood. A gondola will mean that even the skies around our homes are taken up by money-grabbing developers, their projects, and their pollution.

Response P120-5 Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. The proposed Project would be located in a densely-populated, urban environment surrounded by a variety of commercial, industrial, and residential development types. In this type of environment, it is common for public transportation, such as Metro's light rail, to be located adjacent to residential uses and modern aerial transit systems in other cities, including Portland, Oregon and New York City, operate adjacent to residential uses. Nevertheless, as discussed in Topical Response J, Gondola Design and Operations and Section 2.0, Project Description, of the Draft EIR, cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views, and the proposed Project would work with stakeholders adjacent to the proposed Project alignment to identify locations where the use of privacy glass would be warranted. Considerations as to the locations along the proposed Project alignment where the privacy glass could be activated include the subject adjacent sensitive views and the vertical and horizontal distance between the proposed Project cabins and the adjacent sensitive views. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Comment P120-6 5. No details about what will happen to Radio Hill and the unhoused population that live there and if it will still be accessible to the residents of this neighborhood who hike there.

Response P120-6 Refer to Section 3.16, Parks and Recreational Facilities, of the Draft EIR for a discussion of access to Radio Hill Gardens. The proposed Project would not be located

within Radio Hill Gardens, with the closest proposed Project component (Stadium Tower) located approximately 275 feet east of Radio Hill Gardens. As discussed on page 3.16-13 of the Draft EIR, the two entrances to Radio Hill recreation area are located off Stadium Way and Bishops Road and Amador Street between Solano Avenue and SR 110. Although construction would require the temporary closure of Bishops Road, located south of Radio Hill Gardens, access to the area would be maintained as the trail entrance could be accessed via Cottage Home Street.

Comment P120-7 6. The fact that, once again, this neighborhood is being destroyed and sidelined in service to a baseball team, of all things. It seems like an especially audacious move, considering the history of how Dodger Stadium was built and the people who lost their homes for its construction.

Response P120-7 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine.

Comment P120-8 7. I've lived on both the Echo Park side and the Chinatown side of Dodger Stadium. The difference is stark and runs along class lines. When I lived on the Echo Park side, there were times I had to show my drivers license to even be allowed to enter the street I lived on on game days. On the Chinatown side, there are traffic cops that wave Dodger fans onto our tiny residential streets, despite the fact that there are signs all over the place that say "No Dodger Traffic Allowed" and "Local Access Only." To me it's clear that this gondola project is just another example of the disregard Dodger Stadium and the city of Los Angeles has for working class neighborhoods of non-native English speakers. There is no chance that a project like this (basically running buses over our heads on a daily basis for hours at a time) would be allowed

or even considered in a wealthy, gentrified neighborhood like Echo Park, and yet, it's being pushed through on our side with almost no public comment.

Response P120-8 Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities. The proposed Project would benefit the surrounding community by alleviating existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety. Further, no displacement of existing residences or housing would occur in connection with the construction and operation of the proposed Project, which would operate primarily over the public ROW and publicly owned property to minimize aerial rights requirements over private properties, taking into account existing and future adjacent land uses. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for

discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding and during the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment P120-9 8. I'm also concerned about more Dodgers Fans flocking to our neighborhood to ride the gondola. My apartment is next to an alley and the Cordoba Corporation parking lot. Every single game day, we deal with Dodgers fans getting out of their cars to urinate on our house and in the alley. Now they'll be over our heads, too.

Response P120-9 Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, for discussion of how the proposed Project would be equipped with security features and the Emergency Operations Plan for the proposed Project would include emergency response protocols and safety procedures developed in conjunction with the operator, system provider, and local authorities. Refer to Section 2.5, Proposed Project Alignment and Components, with supporting data provided in Appendix Q, Proposed Alignment Plan and Profile, of the Draft EIR for discussion of how the proposed Project maximizes alignment along the public ROW and publicly owned property and minimizes aerial rights over private properties. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential and open space uses.

Comment P120-10 9. What kind of light pollution should we expect from this project? If the gondolas are running after games or other events, does that mean we can expect a lit up transit system shining into our homes all day and night? Will it be lit 24-hours a day?

Response P120-10 Refer to Topical Response K, Signage and Lighting, for discussion of the proposed Project's signage and lighting, with additional technical detail and information provided in the Lighting Study, which is included in Appendix C, Visual Impact

Assessment, of the Draft EIR. The proposed Project lighting would include low-level lighting for security and wayfinding purposes. Signage proposed for the exterior of the cabins is static non-illuminated signage. As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodgers games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, subject to operational changes in response to ridership demand. Additionally, the proposed Project alignment was chosen as it maximizes alignment along the public ROW and publicly owned property and minimizes aerial rights over private properties, taking into account existing and future adjacent land uses.

Comment P120-11 Please consider that there are so many downsides for the people who live here and all in service of taking some baseball fans up a hill.

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

Response P120-11 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. This comment provides a general conclusion regarding the comments raised in this letter. Responses to the comments contained in this letter are provided above in Responses P120-1 through P120-10.

Comment Letter P121 - Renee Young

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P121

Comment P121-1 Dear Mr. Cory Zelmer, I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos. Sincerely, LA Resident

Response P121-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P122 - Katherine Chrisman

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P122

Comment P122-1 Please take this project to heart and heart execute. As a homeowner here in West LA for 38 years I value this project for many reasons.

Response P122-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P123 - Daren Cole

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P123**Comment P123-1** Re: Los Angeles Aerial Rapid Transit Project

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

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

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

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

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

Aerial ropeways feature 1 accident occurring every 10,563,000 miles travelled

In comparison, street cars display 1 accident every 139,808 miles, and buses have 1 accident every 382,764 miles.

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

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

pioneered gondolas to be used for public transportation, with approximately 80 systems built across the world, including:

- Roosevelt Island Tramway in NYC
- Teleo 3S in Toulouse
- Cablebús 2 in Mexico City
- Metrocable lines in Medellín

All of our ropeways have an availability rate of 99.956. Some relevant examples include, but are not limited to:

Zermatt 3S gondola on 12,700ft alt. in Switzerland, featuring a rope span of 1.7 miles between two towers, enduring wind speeds of up to 62 MPH on a daily basis <https://www.youtube.com/watch?v=wPkAcAMgYoc>.

Cablebus 2 gondola in Mexico City, which is the longest urban ropeway project on the planet, built on an earthquake-prone area without experiencing any disruption to the transit service (recently, an earthquake of the magnitude of 6.8 struck the area, without any disruption to the system besides a brief safety stop).

Toulouse 3S gondola which resembles the environment and use of the LA ART project, where our Group installed a tricable gondola to transport passengers from the Sabatier University (intermodal transit hub, connected to the local subway line) to the hospital (middle terminal) and the cancer research center Oncopole (end terminal) <https://www.youtube.com/watch?v=EaDMDXp6df0>.

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

Sincerely, -

Leitner-Poma of America, Inc.

Response P123-1 This comment letter indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. As discussed in Topical Response M, Comparable Urban Aerial Transit Systems, discussing numerous aerial transit systems in other locations around the world that serve as precedents for the proposed Project, such comparable systems demonstrate the versatility of aerial transit systems to operate in diverse environments and represent a sample of the numerous models for the proposed Project. Like such systems, the proposed Project would enable faster transit and facilitate commerce for businesses and consumers along the system alignment. This commenter, Leitner

Poma, is one of two manufacturers of 3S gondola systems in the world, and Metro and the Project Sponsor appreciate the company's support for the proposed Project.

Comment Letter P124 – Lauren Fortner

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P124

Comment P124-1 I am writing to express my support for the proposed aerial gondola project, as it carries significant benefits in terms of reducing traffic. The aerial gondola is a great alternative to driving and will provide a reliable alternative to clogged highways and congested streets in Los Angeles. By taking cars off of the roads, we can significantly reduce air and noise pollution, as well as improve the flow of traffic in our city.

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

Response P124-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P125 – Tara Kays

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P125

Comment P125-1 I am writing to express my support for the proposed aerial gondola project, as a passionate Dodgers fan. It is a fast and efficient means of transportation that provides easy access to Dodgers Stadium without having to be weighed down by congested traffic. The aerial gondola project will provide an enjoyable and stress-free ride for fans on game day!

Response P125-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P126 – Jessica Wong

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P126

Comment P126-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P126-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P127 – Abraham Mercado

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P127

Comment P127-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P127-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P128 – Min Polley

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P128

Comment P128-1 I am writing to express my support for the proposed aerial gondola project, as it carries significant environmental benefits. The aerial gondola is a great alternative to both overground and underground rail systems due to its low construction and operational costs, as well as its minimal disruption of natural and existing urban environments.

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

Response P128-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P129 - Sharon Coleman

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P129

Comment P129-1 Dear Mr. Cory Zelmer, I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos. Sincerely, LA Resident

Response P129-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P130 - Navid Nakhaee

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference

Responses to P130

Comment P130-1 Dear Mr. Cory Zelmer,

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

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

Response P130-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P131 - Alejandro Herrera

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P131

Comment P131-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P131-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P132 – Michelle Liu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P132

Comment P132-1 Building a gondola will affect residents' life, privacy, and safety. It is infeasible to build a gondola close to residential houses. I hope the city government can stop it and bring a quiet and safe living environment back to me.

Response P132-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. The proposed Project would be located in a densely-populated, urban environment surrounded by a variety of commercial, industrial, and residential development types. In this type of environment, it is common for public transportation, such as Metro's light rail, to be located adjacent to residential uses and modern aerial transit systems in other cities, including Portland, Oregon and New York City, operate adjacent to residential uses. Refer to Topical Response J, Gondola Design and Operations and Section 2.0, Project Description, of the Draft EIR, for discussion of how cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views. Considerations as to the locations along the proposed Project alignment where the privacy glass could be activated include the subject adjacent sensitive views and the vertical and horizontal distance between the proposed Project cabins and the adjacent sensitive views. Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of the construction and operational noise impacts from the proposed Project. As detailed therein, construction related noise impacts would be significant and unavoidable even with implementation of mitigation. Operational noise impacts would be less than significant.

Comment Letter P133 - Juniper Wong

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P133**Comment P133-1** Hello,

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

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

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

Response P133-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. In response to this comment, AECOM conducted an inquiry in conjunction with the consultant providing translation and interpretation services (LAT Multilingual) and summarized its results in a memorandum to Metro dated January 23, 2023.⁴ As discussed therein, the results revealed that the initial interpretation from the virtual public hearing held on December 13, 2022, discussed in this comment, utilized a common translation of the Cantonese phrase used, and the comment thus was not "padded." Refer to Attachment B to Appendix A, Public Outreach Report, of the Final EIR, for links to audio and video recordings of the December 13, 2022, virtual public hearing.

Comment P133-2 On Dec 10 at the Union Station hearing, I was in attendance with Cantonese seniors who submitted written public comment. The Cantonese interpreter at the front desk read one of these comments, came up to me afterwards, and said, in Chinese, that the comment was ineligible. That the senior "misunderstood" the project because her concern regarding affordability in the neighborhood did not apply. I asked him if he would still accept it, and he said yes, as he should have without question to begin with. I still do not understand why he did that as I find this unethical — to give this "feedback" knowing others around us could not understand him — but it did give me insight into what LA Metro considers "eligible" concern.

⁴ AECOM. 2023. Memo documenting AECOM's inquiry into public hearing translator comments.

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

Response P133-2 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. In response to this comment, AECOM conducted an inquiry in conjunction with the consultant providing translation and interpretation services (LAT Multilingual) and summarized its results in a memorandum to Metro dated January 23, 2023.⁵ As discussed therein, LAT’S Multilingual interpreters stated that they did not take part in an interaction like the one described in the comment during the December 10, 2022, public hearing. The interpreters are certified and bound by a code of ethics that would prevent them from advocating a position in a setting such as this public hearing. The comment also describes the interpreter using male pronouns, but the Cantonese interpreters present at the December 10, 2022, public hearing, were both female. Refer to Appendix B, Public Hearing Transcripts, for transcripts of all verbal comments received on the Draft EIR during the two in-person public hearings. In addition, refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project’s public outreach and opportunity for public testimony during the Draft EIR public review period. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro’s website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

⁵ AECOM. 2023. Memo documenting AECOM’s inquiry into public hearing translator comments.

Comment Letter P134 - Désirée Lenart

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P134

Comment P134-1 Dear Mr. Cory Zelmer,

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

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

Response P134-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P135 - Jorge Leandros Tovar

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P135

Comment P135-1 I support the Gondola project, and I appreciate the goal of 35%, it's unprecedented for local, small, diverse, and DVBE businesses. We need economic recovery and this project can help.

Response P135-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, for discussion of how the Project Sponsor has committed to a goal of 35 percent utilization of minority business enterprises (MBE), women business enterprises (WBE), disadvantaged business enterprises (DBE), small business enterprise (SBE), disabled veteran business enterprises (DVBE), and LGBTQ-owned businesses during the proposed Project's construction phase.

Comment P135-2 Ultimately though, I'm not sure the path is the best path considering all the opposition to the project - especially from residents in the proposed area. I should be considered that the best path is not always a straight line. Additionally, the start and end location should be optimal locations. The path should be designed in a way that does not impede on residential peace, and the natural landscape, but will still add value to the City of Los Angeles.

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

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

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

Response P135-2 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would

convene stakeholder groups to coordinate on issues related to proposed Project features.

Refer to Section 2.0, Project Description, for discussion of the proposed Project alignment, which was chosen as it maximizes alignment along the public ROW and publicly owned property and minimizes aerial rights over private properties, taking into account existing and future land uses. As shown in Figure 2-8, the proposed Project alignment is not a straight line but would turn northwest at the Broadway Junction. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Draft EIR considered a “No Project Alternative,” the Spring Street Alignment Alternative, and the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express. Section 4.2.1, Alternatives Considered but Dismissed from Detailed Analysis, of the Draft EIR, considered five potential alternatives, including alignment and station location alternatives and direct alignment alternatives. In accordance with CEQA Guidelines section 15126.6(f)(2), the Draft EIR declined to carry forward an analysis of the alternative locations studied in the direct alignment alternatives, as such alternatives failed to avoid significant environmental impacts and otherwise would not meet the Project Objectives, and the Project Sponsor would likely be unable to reasonably acquire, control, or otherwise have access to alternative sites required for the direct alignment alternatives. The commenter does not provide any specific alternative alignment recommendations.

Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant.

Comment Letter P136 – Diane Weiss

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P136

Comment P136-1 For heaven's sake!

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

Response P136-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P136-2 Frank McCourt is selling you a lie. You really think a veeery slow-moving gondola is going to solve traffic problems to the Dodger games? When people have to drive and park at the stations? After the first game, when the over-priced novelty wears off, no one is going to take the extra time to stand in a gondola line possibly for over an hour, especially when they have to do the same thing in reverse when they're ready to just get home after the game. It will not be used! You will waste our precious open space, tax-payer money and invaluable environment for nothing if you go through with this horror!

Response P136-2 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project would have a maximum capacity of approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately seven minutes. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on

the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project creates a first/last mile transit link for residents and businesses within Chinatown while unifying and connecting communities through transit mobility access. This new mode of transportation will expand rider access to the regional transit system by attracting new visitors including Dodgers fans, and represents an opportunity for additional visitors along the proposed Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential partnerships that drive customers to Chinatown and other businesses along the proposed Project alignment, which, consequently, adds revenues to these small businesses in the communities the proposed Project hopes to serve.

Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations.

Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines ("TAG"). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project's potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified.

Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project's ridership model which is based on extensive data sources and assumptions validated by data,

and the management of queuing at stations, and pre-game and post-game transportation. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P136-3 Here the most important fact you should think of every time you have a stupid development plan in front of you:

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

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

Response P136-3 Refer to Section 3.04, Biological Resources, and Appendix E, Biological Resources Assessment, of the Draft EIR and Appendix G, Supplemental Biological Resources Report, of this Final EIR for discussion of how the proposed Project would not result in significant impacts to wildlife populations or to special status species and their habitats. As discussed in Appendix G, Supplemental Biological Resources Report, of this Final EIR, the removal of certain trees for the proposed Project would result in a small reduction of habitat for wildlife species that depend on trees for cover, nesting, roosting, foraging, and other reasons. In the short-term, the removal of trees would result in a marginal reduction of suitable tree habitat for nesting birds, roosting bats, and other wildlife in the vicinity of the proposed Project. Common wildlife species would be expected to utilize adjacent habitats, and substantial population level impacts to common species would not be expected due to the small amount of habitat loss relatively to the amount of habitat available in surrounding areas. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Regarding scenic vistas, as analyzed in the Draft EIR, there are no designated scenic vistas present in the area of potential impact. However, the Project area provides views that are considered scenic by certain viewers, including views of the downtown Los Angeles skyline, LAUS, El Pueblo, Los Angeles State Historic Park, Arroyo Seco Parkway, Dodger Stadium, and the mountains that make up the

Transverse Ranges, including the San Gabriel and San Bernardino Mountains. Specifically, as it pertains to Los Angeles State Historic Park, the open views of the Park, as well as the view of the downtown Los Angeles skyline, make the Park “visually memorable.” As discussed in Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, views considered to be scenic locally would not be substantially impacted. In addition, while views from the Park toward the surrounding existing urban landscape exhibit various visual values, and the proposed Project would not substantially impact these views as shown in the simulated views. Therefore, the proposed Project would not block any designated scenic views, alter a designated scenic area, or block panoramic views, and impacts to scenic or panoramic views would be less than significant.

Comment P136-4 We have to learn to treat our city with grace. This kind of ego-driven monster is a God-awful idea, presented by highly-skilled shysters who want you to believe their gold-digging is for your own good.

PLEASE STOP THE @\$%& GONDOLA.

Response P136-4 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. This comment provides a general conclusion regarding the comments raised in this letter. Responses to the comments contained in this letter are provided above in Responses P136-1 through P136-3.

Comment Letter P137 – Miguel Haro Jr.

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P137

Comment P137-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P137-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P138 – Veronica Corona

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P138

Comment P138-1 I support the Gondola!

Response P138-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P139 – Jay Adriano

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P139

Comment P139-1 Dear Mr. Cory Zelmer,

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

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

Response P139-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P140 – Chinatown Station

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR, for reference.

Responses to P140

Comment P140-1 Re: Comment Letter on the Draft EIR for the Los Angeles Aerial Rapid Transit Project

Dear Mr. Zelmer:

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

Response P140-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P140-2 The Draft Environmental Impact Report dated October 17, 2022 (“Draft EIR”), prepared on behalf of the Los Angeles County Metropolitan Transportation Authority (“Metro”) as lead agency for the Project, is defective under the California Environmental Quality Act (“CEQA,” Pub. Res. Code, §§ 21000 et seq.) and its companion regulations (“CEQA Guidelines,” Title 14, Cal. Code Regs., §§ 15000 et seq.) for the following reasons.

Response P140-2 This comment provides a general introduction regarding the comments raised in this letter. Responses to the comments contained in this letter are provided below in Responses P140-3 through P140-55. The Draft EIR includes 7,877 pages of detailed analysis from experts in their respective fields, intended to provide the public and decision makers the information that they need to meaningfully consider the proposed Project’s potential environmental impacts, as well as a shorter executive summary that explains the analysis and conclusions in clean and simple language. Accordingly, the Draft EIR more than adequately complies with CEQA’s requirements for a Draft EIR.

Comment P140-3 Metro's Draft EIR fails to fulfill its statutory purpose as an informational CEQA document. It does not adequately describe the Project, leaving key elements unspecified and consequently unexamined. It improperly engages in a piecemeal review rather than analyzing the impacts of the entirety of the true Project, and fails to consider how the Project reviewed in the Draft EIR is a part of, or precursor to, a future environmentally impactful project planned by the Project Sponsor including, without limitation, the redevelopment of the area on and surrounding the Dodger Stadium parking lot. The Draft EIR also unlawfully fails to address, much less analyze, the cumulative impacts of the Project together with this future project, and their potential growth-inducing impacts.

Response P140-3 This comment provides a general summary of the comments raised in this letter. Responses to the comments contained in this letter are provided in Responses P140-4 through P140-55. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P140-4 The Draft EIR not only fails to adequately describe and analyze the whole of the Project, its Project Description is also inadequate, unstable and missing material information. As more fully set forth below, the Draft EIR fails to adequately analyze impacts related to Air Quality, Historic and Archeological Resources, Noise, Transportation, and Aesthetics, and its mitigation measures are legally invalid under CEQA, for the reasons described below.

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

Response P140-4 This comment provides a general introduction to the comments raised in this letter. Responses to the comments contained in this letter are provided below in Responses P140-5 through P140-55. This comment and the comments raised in this letter do not raise any significant new information requiring recirculation of the Draft EIR prior to certification pursuant to CEQA Guidelines Section 15088.5.

Comment P140-5 I. THE DRAFT EIR INCLUDES AN INADEQUATE PROJECT DESCRIPTION

The definition of the project analyzed in an EIR is critical to the sufficiency of that EIR under CEQA. “An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR.” (County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 193 (“County of Inyo”) (italics in original).) “‘Project’ means the whole of an action, which has a potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment...” (CEQA Guidelines, § 15378.) The definition of the project must include not only the activities to be undertaken immediately, but also all “‘reasonably

foreseeable’ future activities related to the proposed project.” (Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova (2007) 40 Cal.4th 412, 428 (“Vineyard”); Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 396.

Response P140-5 This comment provides a general recitation and characterization of the CEQA statute, case law, and regulations, but does not address an environmental issue or raise a substantive issue on the content of the Draft EIR. This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P140-6 An EIR is prepared under CEQA to describe and analyze the significant environmental effects of a project and discusses ways to mitigate or avoid the effects. (Id., § 15362.) The EIR’s analyses must encompass all facilities and components necessary to the project. (Santiago County Water Dist. V. County of Orange (1982) 118 Cal.App.3d 818, 829-831 (“SCWD”).) The EIR’s project description cannot include a broad list of project purposes, some of which are never analyzed in the EIR. (County of Inyo v. City of Los Angeles (1981) 124 Cal.App.3d 1, 6 (“County of Inyo II”).) If an EIR contains a project description that is unstable, or that fails to include components, facilities or actions integral to the project, or if the EIR fails to assess the potential impacts of purposes or components of the project included in the project description, the EIR’s analyses and conclusions are undermined and the EIR is rendered invalid under CEQA. (See, e.g., Vineyard, supra, at p. 429; Santiago County Water Dist., supra, 118 Cal.App.3d at 829-831; County of Inyo II, supra.)

Response P140-6 This comment provides a general recitation and characterization of the CEQA statute, case law, and regulations, but does not address an environmental issue or raise a substantive issue on the content of the Draft EIR. This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P140-7 A. THE PROJECT DESCRIPTION IS UNSTABLE

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

“disproportionately burdened with multiple sources of pollution.” (Id., p. 2-10.) To serve these two purposes, the Project would operate daily from 6:00 a.m. to 12:00 a.m. (Id., p. 2-42).

Response P140-7 This comment provides a general recitation and characterization of Section 2.0, Project Description, of the Draft EIR. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project’s system, approximately 20 percent of the fans could take aerial transit connected to Metro’s regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Response P140-8 for a discussion of the Draft EIR’s compliance with CEQA’s requirements.

Comment P140-8 However, both logic and the statements and analyses in the Draft EIR demonstrate that the actual Project intended by the Project Sponsor is narrow – simply and only limited to the first purpose of replacing vehicle trips to Dodger Stadium with the Project for the 100 events per year. To the extent that the Draft EIR’s analyses broaden to analyzing the Project’s purported second goal of expanding transit service to the surrounding communities, the Draft EIR is defective for failing to provide a consistent and accurate Project Description. As the County of Inyo court noted, “[a] curtailed, enigmatic or unstable project description draws a red herring across the path of public input.” (County of Inyo, *supra*, 71 Cal.App.3d at 197-198.)

Response P140-8 The Draft EIR complied with the requirements of CEQA to provide an accurate, stable, and finite Project Description, disclosing that the proposed Project would operate daily for surrounding communities in addition to providing service to Dodger games and any special events at Dodger Stadium. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed

Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Section 2.6, Ridership, of the Draft EIR for a discussion of how the proposed Project would be configured to operate based on the anticipated ridership for Dodger games and special events at Dodger Stadium, events at the Los Angeles State Historic Park, commuters and residents in adjacent neighborhoods, and visitors to Los Angeles. As discussed in Section 2.6, the proposed Project has the flexibility to operate at varying speeds and capacity depending on ridership. The Draft EIR examined the potential environmental effects associated with implementation of the proposed Project on 20 environmental issue areas with detailed analysis based on Section 2.0, Project Description, of the Draft EIR. As the Project Description for the proposed Project complies with the requirements of Section 15124 of the CEQA Guidelines, the Project Description is adequate under CEQA and no further response is warranted.

Comment P140-9 Turning to logic first, the Project is not needed either to transport people to 100 events per year at Dodger Stadium, or to travel a route that currently is generally traveled by the Gold Line. The Gold Line already provides a transit option to alleviate traffic congestion and associated pollution for persons living in Chinatown and Mission Junction; similarly, transit options available at Union Station already serve the El Pueblo neighborhood.

Response P140-9 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the

fans could take aerial transit connected to Metro’s regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project’s ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Compared to the Metro L Line (Gold), accessible at the Chinatown Station, the proposed Project’s Chinatown/State Park Station would be closer to the Los Angeles State Historic Park, the shorter headways would result in more frequent service, and the travel time would be less.

Comment P140-10 Nor could the Project provide a transit option at Dodger Stadium for persons living in the Elysian Park and Solano Canyon neighborhoods, despite the Project Description’s representation (p. 2-10); to the contrary, as disclosed at page 2-39 and in Section 3.17, Transportation, at page 3.17-26, the Project and its Dodger Stadium Station cannot provide connectivity to the Elysian Park and Solano Canyon neighborhoods because there is no assurance that the Project Sponsor would be able to negotiate the necessary “potential mobility hub” in the future at Dodger Stadium. Without that mobility hub, there is certainly no need for the Project to operate daily from 6:00 a.m. to 12:00 a.m. to serve a non-existent transit option for the neighborhoods near Dodger Stadium. Similarly, the Project would not serve Echo Park or Mission Junction as there are no proposed stops in those neighborhoods.

Response P140-10 The Draft EIR addressed mobility hubs in Section 2.0, Project Description of the Draft EIR. As discussed in Section 5.0, Corrections and Additions, of this Final EIR, access to Elysian Park, the City’s second largest park, comprising 575 acres, would be provided through a mobility hub at Dodger Stadium Station, where passengers would be able to access a suite of first/last mile multi-modal options, such as a bike share program and individual bike lockers, to access Elysian Park and other nearby neighborhoods, including Solano Canyon. The proposed Project would provide access to the Mission Junction neighborhood via the Chinatown/State Park Station, which also includes a mobility hub.

Comment P140-11 Therefore, logically, the Project is only needed to transport people to Dodger Stadium, as a transit option that can “overcome grade and elevation issues” (Section 2.0, Project Description, p. 2-12). As such, there is no need for the Project to operate daily from 6:00 a.m. to 12:00 a.m. and to build a Chinatown/Los Angeles State Historic Park station and associated “amenities” in the park (“Chinatown Station”).

Response P140-11 Refer to Response P140-9 for a discussion of the need for the proposed Project. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. For example, after initially offering two options for the proposed Project alignment in the Notice of Preparation, responding to stakeholder input, the Project Sponsor announced it would proceed with the proposed Project alignment studied in the Draft EIR, including the intermediate Chinatown/State Park Station near the southernmost entrance to the Los Angeles State Historic Park. This decision was in direct response to both State Park and Chinatown stakeholders. Located within a short walk to many Chinatown businesses and Metro's L Line (Gold), this station also addresses the goal of creating a stronger connection with the Metro L Line and would also enhance transit access to the Los Angeles State Historic Park, Mission Junction, William Mead Homes, and the Los Angeles River. Due to the length and geometry of the proposed Project alignment, the Chinatown/State Park Station at its proposed location would support the proposed Project's objective to maximize the proposed Project's alignment along the public ROW and publicly owned property and minimize aerial rights requirements over private properties, taking into account existing and future adjacent land uses. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first- / last-mile multi-modal options at the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station. As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project would operate daily to serve existing residents, workers, park users (including those attending special events at the Los Angeles State Historic Park such as concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and visitors to Los Angeles.

Comment P140-12 Although the scope of the Draft EIR's analyses varies from broad to narrow, much of the Draft EIR's content is limited to assessing the impacts of the narrow Project, focused only on the impacts of a Project that would eliminate vehicle trips to Dodger Stadium. The majority of the Purpose and Need section of the Project Description discusses the history of Dodger Stadium, its configuration, and its traffic congestion, with only one paragraph devoted to purported unserved neighborhood transit needs. (Section 2.0, Project Description, pp. 2-10, 2-12.) The Project Description lists 13 Project Objectives, seven of which explicitly address reducing vehicle trips to and

congestion at and around Dodger Stadium; the majority of the remainder address the benefits of the sustainability and route of the gondola, itself. (*Id.*, pp. 2-12 – 2-13.)

Response P140-12 Pursuant to Section 15124 of the CEQA Guidelines, the Draft EIR contained an accurate, stable, and consistent description of the proposed Project, with sufficient specific information about the proposed Project to allow a complete and informative evaluation and review of its environmental impacts. Section 2.0, Project Description, of the Draft EIR, included a description of all integral components of the proposed Project for the environmental analysis, enabling Section 3.0, Environmental Setting, Impacts, and Mitigation, of the Draft EIR, to fully analyze and disclose all impacts of the proposed Project, and Section 4.0, Alternatives, of the Draft EIR, to consider potential alternatives to the proposed Project. Section 2.0, Project Description, of the Draft EIR contains the specific descriptions of the proposed Project required pursuant to CEQA Guidelines Section 15124, including a description of the proposed Project’s location (Draft EIR, § 2.3), a statement of the project objectives (*id.*, § 2.3.8), a description of the project’s technical and environmental characteristics (*id.*, §§ 2.2, 2.4 to 2.9), a discussion of the intended uses of the EIR (*id.*, § 1.2), and a list of the project approvals that will be required (*id.*, § 2.10).

Pursuant to Section 15165 of the CEQA Guidelines, each component of the proposed Project, e.g., each station, tower, and junction, are identified within the Draft EIR and their impacts analyzed. In addition, Section 2.0, Project Description recognizes that the proposed Project will serve different types of riders, noting that in addition to providing an aerial rapid transit option for visitors to Dodger Stadium, the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. Section 2.0 also recognizes the ancillary features of the proposed Project, including pedestrian improvements, amenities at the Los Angeles State Historic Park, and mobility hubs at both the Chinatown/State Historic Park Station and Dodger Stadium Station. The scope of the proposed Project provided in the 62 pages of detailed description in Section 2.0 constitutes the whole of the action considered as the proposed Project for the Draft EIR’s analysis. This proposed Project remains consistent throughout the Draft EIR, which analyzes and discloses the potential environmental impacts of this proposed Project in 7,877 pages of detailed analysis from experts in their respective fields, providing mitigation as necessary for potentially significant impacts, as well as a shorter executive summary that explains the analysis and conclusions in clean and simple language. Contrary to the commenters statement that “much of the Draft EIR’s content is limited to assessing the impacts of the narrow Project, focused only on the impacts of a Project that would eliminate vehicle trips to Dodger Stadium”, the Draft EIR examined the potential environmental effects associated with implementation of the proposed Project on 20 environmental issue areas with detailed analysis as follows: Aesthetics, Agricultural and Forestry Resources, Air Quality, Biological Resources, Cultural 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, examining for each issue area the regulatory setting, environmental setting, methodology, environmental impacts, and as applicable, mitigation measure and level of significance after mitigation.

For example, consistent with the Project Description, Section 3.17, Transportation, of the Draft EIR, analyzed different ridership types in order to calculate the estimated VMT for the proposed Project. As discussed in Section 3.17.3, Methodology, of the Transportation analysis, ridership estimates included “a number of distinct market segments including: Dodger Stadium game and event attendees, employees, tourists, neighborhood riders, and Los Angeles State Historic Park visitors and event attendees.” In addition to Dodger Stadium game and event attendees, as discussed on page 3.17-34 in Section 3.17, Transportation of the Draft EIR, it is estimated that ridership from nearby neighborhoods would range between 200 and 575 riders (400 to 1,150 trips for round-trip), and the daily number of tourists who would ride the proposed Project is estimated to vary between 1,265 tourists and 3,370 tourists. As discussed on page 3.17-26, ridership for the daily park use is included in the ridership estimates for neighborhood riders. Table 3.17-4, Proposed Project Estimated Daily Riders, provides the daily weekday riders and daily weekend riders for Dodger Stadium access, other special events, and neighborhood riders (inclusive of neighborhood/regional and daily Park access). Refer to Section 3.17.4, Transportation of the Draft EIR for a detailed discussion of potential impacts of the proposed Project on the existing surrounding communities, including an overall reduction in vehicle miles traveled (VMT).

Comment P140-13 Many of the critical impact analyses in the Draft EIR are similarly limited assessing the effects of the Project at Dodger Stadium, without regard to the effects of providing transit to and reducing congestion and pollution in the communities along the Project’s route. For example, the analysis of the Project’s operational air quality impacts in Section 3.3, Air Quality, uses mobile source baseline information consisting of the 2019 “vehicular emissions associated with games and special events associated with Dodger Stadium resulting from passengers and vehicles traveling to the game along with employees” (p. 3.3-22). Similarly, the greenhouse gas (“GHG”) emissions reduction analysis in Section 3.8, Greenhouse Gas Emissions, also focuses exclusively on Dodger Stadium (pp. 3.8-17 - 3.8-18). The technical reports supporting both sections clearly state that the operations scenarios assume, for mobile source emissions:

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

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

Response P140-13 As discussed in Response P140-12, the Draft EIR’s analysis considers the whole of the proposed Project described in Section 2.0, Project Description, of the Draft EIR. For example, as discussed on page 3.3-22, of the Draft EIR, “[t]he proposed Project would also result in operational emissions associated with buildout and originate from area sources (e.g., landscaping-related fuel combustion sources, consumer products, and architectural coatings), energy use, and mobile sources.” “Build-out and horizon year mobile emissions utilize vehicle miles traveled and trip estimates prepared by Fehr & Peers alongside emission factors for light-duty vehicles,” and “the proposed Project would result in a net reduction in criteria pollutant emissions in both 2026 (Build Out) and 2042 (Horizon Year) by reducing vehicle miles traveled and thereby decreasing emissions compared to existing conditions.” As noted on page 3.17.34 and 3.17.35 of Section 3.17, Transportation of the Draft EIR, the proposed Project would generate neighborhood ridership that would reduce vehicle miles traveled (VMT), but to provide a more conservative analysis, only the VMT benefits of the proposed Project were calculated on Dodger Stadium game/event days. Accordingly, while the VMT for other ridership scenarios was calculated, the Draft EIR conservatively only assumes VMT reductions from Dodger Stadium game and event ridership in its analysis, including in Section 3.03, Air Quality and Section 3.08, Greenhouse Gas Emissions, of the Draft EIR. Including VMT reductions from other ridership sources analyzed (e.g., neighborhood riders, tourists) would provide additional air quality and greenhouse gas emissions reductions benefits which were conservatively not assumed in the Draft EIR’s analysis.

Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the *Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment*, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project’s stations.

Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project’s ability to reduce vehicular travel, to improve air quality through

reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Due to the COVID-19 pandemic, the 2019 Major League Baseball season was the most recent season with fans in attendance at the time of the Notice of Preparation for the Draft EIR and while the Draft EIR was under preparation that included a full season of games at Dodger Stadium with fans in attendance. Therefore, as noted, in Section 3.17, Transportation of the Draft EIR, data regarding game attendance from the 2019 season with fans in attendance was used in the estimation of VMT.

Comment P140-14 By contrast, in Section 3.17, Transportation, the Draft EIR’s analyses broaden to include the Project’s purported second purpose by, among other things, estimating future ridership from the neighborhoods along the Project’s alignment and from tourists (pp. 3.17-25 – 3.17-26).

Response P140-14 The Draft EIR consistently analyzes the whole of the proposed Project, including the whole of the system (including each station, junction, and tower), its operations, and any ancillary features. Where necessary, the Draft EIR focuses on the component that would potentially affect the environment in the relevant subject area, as discussed in Response P140-12. Section 2.0, Project Description recognizes that the proposed Project will serve different types of riders, noting that in addition to providing an aerial rapid transit option for visitors to Dodger Stadium, the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. Consistent with the Project Description, Section 3.17, Transportation, of the Draft EIR, analyzed different ridership types in order to calculate the estimated VMT for the proposed Project. As discussed in Section 3.17.3, Methodology, ridership estimates included “a number of distinct market segments including: Dodger Stadium game and event attendees, employees, tourists, neighborhood riders, and Los Angeles State Historic Park visitors and event attendees.” The proposed Project would serve a variety of market segments as detailed on pages 3.17-33 to 3.17-35, including neighborhood riders and tourists. As discussed on page 3.17-36, tourist riders are not expected to generate net new VMT as the proposed Project would be capturing a share of the existing tourist market to Downtown Los Angeles. As noted on page 3.17.34 and 3.17.35, the proposed Project would generate neighborhood ridership that would reduce VMT, but to provide a more conservative analysis, the VMT benefits of the proposed Project were only calculated for Dodger Stadium game/event days. Refer to Response P140-19 for further discussion of the tourism ridership analysis. Accordingly, the Draft EIR does not artificially narrow the Project Description in order to minimize the proposed Project’s impacts, but rather does not include certain potential benefits of the proposed Project’s VMT reductions in order to provide a more conservative analysis.

Comment P140-15 The Draft EIR’s shifts between analyzing different project descriptions proves that the Draft EIR’s Project Description is unstable and, therefore, that the Draft EIR fails under

CEQA “as a vehicle for intelligent public participation.” (County of Inyo, supra, 71 Cal.3d at pp. 197-198.).

Response P140-15 The Draft EIR does not shift between analyzing different Project Descriptions. The Draft EIR consistently analyzes the whole of the proposed Project, including the whole of the system (including each station, junction, and tower), its operations, and any ancillary features. Where necessary, the Draft EIR focuses on the component that would potentially affect the environment in the relevant subject area, as discussed in Response P140-12. As discussed in Response P140-12, pursuant to Section 15124 of the CEQA Guidelines, the Draft EIR contained an accurate, stable, and consistent description of the proposed Project, with sufficient specific information about the proposed Project to allow a complete and informative evaluation and review of its environmental impacts. The analyses of the Draft EIR are based on the entirety of the Project Description provided in Section 2.0, and as discussed in Response P140-12 the Draft EIR’s analysis is consistently based on the accurate, stable, and finite Project Description provided in Section 2.0. Because the Project Description for the proposed Project complies with the requirements of Section 15124 of the CEQA Guidelines, the Project Description is adequate under CEQA, and no further response is warranted. Refer to Response P140-23 for further discussion of how the Draft EIR complied with CEQA’s Project Description requirements to allow for informed public participation.

Comment P140-16 B. THE PROJECT DESCRIPTION IS MISSING KEY INFORMATION

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

Response P140-16 Refer to Section 2.0, Project Description, of the Draft EIR for information regarding the proposed Project components, including figures depicting how the proposed Project’s stations and towers will appear and their heights. Refer to Figure 2-11: Alameda Station Cross Sections, Figure 2-13: Alameda Tower Elevations, Figure 2-15: Alpine Tower Elevations, Figure 2-18: Chinatown/State Park Station Cross Sections, Figure 2-20: Broadway Junction Cross Sections, Figure 2-22: Stadium Tower

Elevations, and Figure 2-25: Dodger Stadium Station Cross Sections. Refer to Table 2-2: Proposed Project Station and Junction Details, and Table 2-3: Proposed Project Tower Details, on page 2-43 in Section 2.0 for the proposed heights of the stations and towers. Additionally, refer to Figure 2-5 and 2-6 on Pages 2-15 and 2-16 for illustrative designs of the proposed stations and towers. Section 2.5.1, Proposed Project Alignment, of the Project Description, discussed the proposed Project profile, stating that “the proposed alignment profile is provided in *Proposed Alignment Plan and Profile* (Appendix Q).” The Draft EIR complied with CEQA’s requirements, providing the necessary analysis in the Draft EIR’s main sections to adequately inform the public and decision makers regarding the proposed Project and its potential environmental impacts. Appendices were appropriately used in the Draft EIR to provide to the public with underlying documents that supported the analysis and findings in the Draft EIR, should they wish to read further on the particular subject, while still balancing CEQA’s desire for clarity and brevity. Such documents were clearly organized and did not require the public to sift or hunt for such information. Refer to Section 3.0, Environmental Setting, Impacts, and Mitigation, of the Draft EIR, which addresses the potential environmental effects of the proposed Project’s operations. As stated on page ES-17, in the Executive Summary, of the Draft EIR, proposed Project would not result in any significant and unavoidable operational impacts, including to aesthetics and noise and vibration. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of operational noise impacts from the proposed Project, which would be less than significant.

Comment P140-17 As another example, the Project Description mentions in passing that the gondolas would “be equipped with privacy glass that can become opaque while adjacent to sensitive views.” (Section 2.0, Project Description, p. 2-18.) “Privacy glass” and “sensitive views” are not defined and nothing further is said. However, this statement tacitly acknowledges that the Project would significantly adversely affect sensitive land uses and receptors – including the future residents of the Property. Also buried in an appendix, Appendix M, Noise and Vibration Report, again as the final page of that appendix, is the information that the gondolas would run just 35 feet from the windows of the Property’s residents. Gondolas filled with up to 40 persons running by the windows of the Property’s residents every 23 seconds on “game days” would create a significant environmental impact on those residents (as well as an invasion of privacy) that is not analyzed in the Draft EIR.

Response P140-17 Refer to Section 2.0, Project Description, Figure 2-8: Proposed Alignment Over Public ROW/Publicly-Owned Property and Private Property for a depiction of the proposed alignment over public ROW and publicly owned property and the portions of the proposed alignment over private property, Figure 2-17: Proposed Chinatown/State Park Station Location, showing the proposed Project’s proximity to North Spring

Street and the “Approved Mixed-Use Project” (i.e., College Station), and Figure 2-29: Chinatown/State Park Station Buildout Conditions, depicting the proposed Project’s proximity to the “Approved Mixed Use Project” (i.e., College Station). Accordingly, the Draft EIR clearly disclosed the proximity of the proposed Project to existing development and the approved College Station project. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. The proposed Project would be located in a densely populated, urban environment surrounded by a variety of commercial, industrial, and residential development types. In this type of environment, it is common for public transportation, such as Metro’s light rail, to be located adjacent to residential uses and, modern aerial transit systems in other cities, including Portland, Oregon, and New York City, operate adjacent to residential uses. Nevertheless, as discussed in Topical Response J, Gondola Design and Operations and Section 2.0, Project Description, of the Draft EIR, cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views, and the proposed Project would work with stakeholders adjacent to the proposed Project alignment to identify locations where the use of privacy glass would be warranted. Considerations as to the locations along the proposed Project alignment where the privacy glass could be activated include the subject adjacent sensitive views and the vertical and horizontal distance between the proposed Project cabins and the adjacent sensitive views. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR. As discussed in Section 3.01, any references to and analysis of residential views and resident viewer groups, which are assumed to be associated with private residential properties, are provided in the Draft EIR for informational purposes, as the L.A. CEQA Thresholds Guide does not protect private views from residential properties. As discussed in Section 2.0, Project Description, of the Draft EIR, standard operating hours would be between 6:00 AM and 12:00 AM, subject to operational changes due to ridership demand. As discussed in Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Analysis, of the Draft EIR, due to anticipated nighttime operations, operational impacts were analyzed and compared against both daytime and nighttime ambient conditions. Noise impacts from operations of the proposed Project would be less than significant. As shown in Tables 3.13-22 through 3.13-26 beginning on page 3.13-54 of the Draft EIR, project operations would not exceed applicable daytime or nighttime thresholds and impacts would be less than significant.

Comment P140-18 The omitted information regarding the privacy glass, how and when it would become opaque while adjacent to sensitive views, and what would be considered to be sensitive views is critical to both a legally sufficient Project Description and a

comprehensive analysis of the Project’s impacts under CEQA, even under the limited scope of the Project addressed in many of the Draft EIR’s sections.

Response P140-18 Refer to Response P140-17 for a discussion of sensitive views and privacy glass. As discussed in Response P140-12, pursuant to Section 15124 of the CEQA Guidelines, the Draft EIR contained an accurate, stable, and consistent description of the proposed Project, with sufficient specific information about the proposed Project to allow a complete and informative evaluation and review of its environmental impacts.

Comment P140-19 Additionally, the Project Description fails to disclose that the Project is relying heavily on what the Draft EIR admits are uncertain ridership projections for tourists to justify the planned 6:00 a.m. to 12:00 a.m. schedule. While the Project Description does list tourists among the list of expected ridership sectors (Section 2.0, Project Description, p. 2-42), the Draft EIR discloses fundamental uncertainties regarding this sector. The existence of this ridership sector would depend on the Project “capturing a share of the existing tourism in Los Angeles,” and the size of this sector “would not be consistent on a daily basis and would be variable depending on the seasonality of tourism in Downtown Los Angeles” and further, on game days, game day riders with pre-paid timed tickets on the gondola would have priority boarding over tourists. (Section 3.17, Transportation, p. 3.17-25.) Even so, Table 3.17-4 in Section 3.17, Transportation, discloses that the Project is relying on substantial projected tourism-generated ridership to support it:

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

Response P140-19 As is typical of all public transit, operating schedules and frequencies of the service would ultimately be optimized to meet ridership demand. The commenter overstates the reliance on tourist riders to justify the operating schedule. As noted on page 2-42 in Section 2.0, Project Description, of the Draft EIR, tourist riders are one of five ridership markets anticipated to ride the system, including:

- Dodger game/Stadium event attendees;
- Dodger game/Stadium event employees;
- Tourists or others who want to ride ART;
- Visitors to the Los Angeles State Historic Park and Elysian Park; and

- Commuters or residents in adjacent neighborhoods, including El Pueblo, Chinatown, Mission Junction, Elysian Park, Echo Park, and Solano Canyon.

Independent of ridership demand by a particular market segment, for the proposed Project to provide effective public transit on non-game days, in particular for commuters or residents in adjacent neighborhoods, including El Pueblo, Chinatown, Mission Junction, Elysian Park, Echo Park, and Solano Canyon, and game days outside of peak travel to/from Dodger Stadium, it would provide a sufficient span of service similar to the rail and bus transit serving LAUS. As noted on page 3.17-36 of Section 3.17, Transportation, of the Draft EIR, tourist riders are not expected to generate net new VMT associated with the proposed Project, as the proposed Project would capture a share of the existing tourist market to Downtown Los Angeles. Conversely, the proposed Project would not reduce tourist related VMT. Therefore, the Draft EIR is not reliant on tourism ridership for the quantification of any of the VMT and resulting air quality and greenhouse gas reduction benefits of the proposed Project. Typical practice for ridership estimates for proposed transit projects is to include average weekday ridership. The Draft EIR exceeds this typical practice by providing both weekday and weekend ridership estimates, as well as game day and non-game day estimates, and ridership estimates with events at the Los Angeles State Historic Park, as shown on page 3.17-35 of the Draft EIR. This indicates the range in expected ridership for the proposed Project for typical average days of the types described above.

As detailed in Appendix N, Transportation Appendices, of the Draft EIR, tourism related ridership is estimated from an analysis prepared by HR&A, which determined the potential for the proposed Project to capture a share of the tourism attractions market in the County of Los Angeles. The HR&A Analysis of Potential LA ART Tourist Ridership is included in Appendix N. Additionally, as noted on page 13-14 of the Appendix N Ridership Model Development memo, "Tourism ridership would not be consistent on a daily basis and would be variable depending on the seasonality of tourism in Downtown Los Angeles. However, in a tourism market as large as Los Angeles, the variation is not expected to be substantial, so in order to estimate average daily tourist riders, Fehr & Peers divided the annual number by 365 since the proposed Project would operate every day of the year."

Comment P140-20 The tourism-generated ridership numbers are ostensibly supported by Appendix N, Transportation, but a reader searching for that support must look farther to an attached four-page report prepared by HR&A Advisors, Inc. ("HR&A"). HR&A's report purports to estimate the likely number of tourists who would utilize the gondola per year; while this report lists a number of gondolas and trams currently operating worldwide and purports to separate the commuter ridership from the tourist ridership for each and to identify the characteristics that attract tourists, at the end, the report's estimate that 915,000 tourists would use the Project per year is based on an undisclosed calculation. (Appendix N, HR&A Analysis, p. 4.) As such, this estimate

constitutes mere speculation and unsubstantiated opinion and narrative. Moreover, the Draft EIR cannot rely on information “buried in an appendix” to carry out its obligation under CEQA to inform the public. (Santa Clarita Organization for Planning the Environment v. County of Los Angeles (2003) 106 Cal.App.4th 715, 722-723 (holding that an EIR is inadequate where information “is scattered here and there in EIR appendices.”).)

Response P140-20 This comment provides a general recitation and characterization of the CEQA statute, case law, and regulations. Refer to Response 140-19 for a discussion of the tourist analysis prepared by HR&A. The Draft EIR complied with CEQA’s requirements, providing the necessary analysis in the Draft EIR’s main sections to adequately inform the public and decision makers regarding the proposed Project and its potential environmental impacts. Appendices were appropriately used in the Draft EIR to provide to the public with underlying documents that supported the analysis and findings in the Draft EIR, should they wish to read further on the particular subject, while still balancing CEQA’s desire for clarity and brevity. Such documents were clearly organized and did not require the public to sift or hunt for such information. For example, page 3.17-25 of Section 3.17, Transportation, of the Draft EIR clearly states that the ridership model inputs and parameters used in model development and calibration and ridership testing are provided in Appendix N. Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project’s ridership model which is based on extensive data sources and assumptions validated by data. Further, per CEQA Guidelines section 15003 (i), CEQA requires adequacy, completeness, and a good-faith effort at full disclosure in an EIR. Under CEQA Guidelines section 15151, “An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. The Draft EIR includes 7,877 pages of detailed analysis from experts in their respective fields, intended to provide the public and decision makers the information that they need to meaningfully consider the proposed Project’s potential environmental impacts, as well as a shorter executive summary that explains the analysis and conclusions in clean and simple language.

Comment P140-21 The Project cannot justify its 18-hour schedule and Chinatown Station, much less its significant and unmitigated impacts as discussed below, with ridership figures that are inflated with uncertain and speculative tourism-generated numbers. Further, as discussed above, the neighborhood ridership numbers are also speculative, particularly since the Project does not contain a mobility hub at the Dodger Stadium station on which the currently unserved neighborhoods would depend. Moreover, even if the tourism-generated ridership numbers were considered valid, those riders are expected to travel to the Dodger Stadium station, only, which assumption again demonstrates that the Project has only a single purpose – the development of a gondola between Union Station and Dodger Stadium to eliminate vehicle trips to Dodger Stadium.

Response P140-21 As detailed in Section 3.0, Environmental Setting, Impacts, and Mitigation, of the Draft EIR, the proposed Project would have less than significant operational impacts. Refer to Response P140-19 regarding tourism ridership and for discussion of how in order for the proposed Project to provide effective public transit in particular for commuters or residents in adjacent neighborhoods, including El Pueblo, Chinatown, Mission Junction, Elysian Park, Echo Park, and Solano Canyon, the proposed Project needs to provide a sufficient span of service similar to the rail and bus transit serving LAUS. As discussed in Section 5.0, Corrections and Additions, of this Final EIR, access to Elysian Park, the City's second largest park, comprising 575 acres, would be provided through a mobility hub at Dodger Stadium Station, where passengers would be able to access a suite of first/last mile multi-modal options, such as a bike share program and individual bike lockers, to access Elysian Park and other nearby neighborhoods, including Solano Canyon. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P140-22 As discussed further below, the Project Description also omits a critical portion of the Project that is planned as a later phase, the impacts of which must be analyzed as part of the Project or otherwise in conjunction with the Project's impacts. (Citizens Assn. for Sensible Dev. of Bishop Area v. Cty. of Inyo (1985) 172 Cal.App.3d 151, 165-166.) The Project Description also refers to, but omits, Figures 2-30 through 2-32.

Response P140-22 Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project

Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. The proposed Project does not propose development outside of that identified in Section 2.0, Project Description, of the Draft EIR. Pursuant to Section 15165 of the CEQA Guidelines, each component of the proposed Project, e.g., each station, tower, and junction, are identified within the Draft EIR and their impacts analyzed. Section 5.0, Other CEQA Considerations, of the Draft EIR, includes an analysis of the proposed Project's cumulative effects. Furthermore, Figures 2-30 through 2-32 are included on pages 2-58, 2-59, and 2-60 of the Draft EIR, and were not omitted.

Comment P140-23 The omissions from the Project Description carry through into each of the environmental impact discussions in the Draft EIR, rendering the analysis of each topic addressed invalid in the absence of sufficient information about the Project. Without these critical facts about the Project itself, the Draft EIR fails as an informational document. It fails to conduct a valid CEQA analysis of the potential environmental impacts caused by the Project, and likely fails to identify potentially significant impacts. The description of the Project is the foundation of the Draft EIR. The fact that the Project Description here is fatally inadequate is sufficient to invalidate the entire Draft EIR. (See *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 729-730 (EIR set aside for failure to analyze the whole project).)

Response P140-23 Pursuant to Section 15124 of the CEQA Guidelines, the Draft EIR contained an accurate, stable, and consistent description of the proposed Project, with sufficient specific information about the proposed Project to allow a complete and informative evaluation and review of its environmental impacts. Section 2.0, Project Description, of the Draft EIR, included a description of all integral components of the proposed Project for the environmental analysis, enabling Section 3.0, Environmental Setting, Impacts, and Mitigation, of the Draft EIR, to fully analyze and disclose all impacts of the proposed Project, and Section 4.0, Alternatives, of the Draft EIR, to consider potential alternatives to the proposed Project. Section 2.0, Project Description, of the Draft EIR contains the specific descriptions of the proposed Project required pursuant to CEQA Guidelines Section 15124, including a description of the proposed Project's location (Draft EIR, § 2.3), a statement of the project objectives (*id.*, § 2.3.8), a description of the project's technical and environmental characteristics (*id.*, §§ 2.2, 2.4 to 2.9), a discussion of the intended uses of the EIR (*id.*, § 1.2), and a list of the project approvals that will be required (*id.*, § 2.10). Pursuant to Section 15165 of the CEQA Guidelines, each component of the proposed Project, e.g., each station, tower, and junction, are identified within the Draft EIR and their impacts analyzed.

Comment P140-24 II. THE DRAFT EIR'S PROJECT DESCRIPTION ENGAGES IN IMPROPER PIECEMEALING AND FAILS TO CONSIDER CUMULATIVE AND GROWTH-INDUCING IMPACTS

The requirements of CEQA cannot be avoided by piecemeal review that results from "chopping a large project into many little ones-each with a minimal potential impact

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

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

Response P140-24 This comment provides a general recitation and characterization of the CEQA statute, case law, and regulations. This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P140-25 The Draft EIR fails to recognize that the Project is, in reality, a component of a larger plan to redevelop the current parking lot at Dodger Stadium into a different use and to assess the potential impacts of the whole of that Project. The Draft EIR's Project (whether narrowly or more broadly defined in the Draft EIR) is simply the first step in the true Project – eliminating the parking lot to make way for the redevelopment. Evidence of this plan has been in the public domain for more than a decade.

Response P140-25 Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro’s Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. The independent utility of the proposed aerial gondola project – the first permanent transit connection to one of the region’s most visited venues – has been well established.

Comment P140-26 The Project Description generally describes the Project as an aerial gondola system, spanning only approximately 1.2 miles, consisting of cables, three passenger stations, a non-passenger junction, towers, and gondola cabins. (See, e.g., Section 2.0, Project Description, pp. 2-1.) However, the DEIR fails to disclose that the owner of the Dodger Stadium parking lot has plans to build a significantly larger project to redevelop the area on and around the parking lot with a museum, shops and parking garages. (See Exhibit 1, Dodgers remains fans of football & real estate development, The Eastsider, dated February 25, 2022.) [According to published reports, a court filing reveals that the Dodgers have a \$500 million redevelopment plan that would be serviced by the Project, and even the long-term lease agreement for the parking lot includes provisions for future plans for Dodger Stadium, including the development of offices, shops and entertainment uses.

Response P140-26 This response takes into consideration the comment’s referenced Exhibit 1. Refer to Response P140-25 for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. Further, as discussed in Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro’s Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property, the adoption of the CC&Rs over a decade ago does not constitute a currently proposed development project at the Dodger Stadium property; rather, as is customary, the CC&Rs provide regulations and standards to maintain the existing stadium uses, including parking, if approvals are sought for additional improvements by the owner of the parking areas. No such development is proposed, and no environmental analysis is required of the speculations of commenters. As also discussed in Topical Response G, the “Next 50” project referenced in this comment was proposed over 15 years ago, and did not proceed after 2008. The current owners of the Los Angeles Dodgers purchased the team and Dodger Stadium in 2012. Accordingly, the Next 50 Project is not required to be included as a related project in the Draft EIR or analyzed as part of the proposed Project in Draft EIR. As discussed in Topical Response G, the purported “future” development that commenters suggest is contemplated at Dodger Stadium would require additional City designations and

zoning, permits, and approvals, including potentially environmental review, that are not contemplated or analyzed in the Draft EIR because no such development is proposed.

Comment P140-27 (See Exhibit 2, Tear Up the Dodger Stadium Parking Lot, Legal Planet, dated November 2, 2018.) A prominent architecture firm even describes and advertises on its website the Dodgers plans to build a new urban plaza, office building and interactive museum. The development plan boasts a new eight level, 900 car parking structure and a series of food service/retail concession clusters. (See Exhibit 3, available at: <https://johnsonfain.com/projects/architecture/commercial/la-dodgers-stadium-next-50/>.) Here, the Draft EIR fails to analyze, much less even mention, the anticipated future uses at the Dodger Stadium parking lot and the likely effects of those uses, that the Project would make possible.

Response P140-27 This response takes into consideration the comment's referenced Exhibits 2 and 3. Refer to Responses P140-25 and P140-26 for a discussion of how the proposed Project solely proposes an aerial gondola system and does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property, as well as for a discussion of the "Next 50" project and how any "future" development that commenters suggest is contemplated at Dodger Stadium would require additional City designations and zoning, permits, and approvals, including potentially environmental review, that are not contemplated or analyzed in the Draft EIR because no such development is proposed. Mere statements on a website are not evidence that such development is currently proposed, nor are they sufficiently firm or committed to such that environmental analysis is required. The proposed Project is solely comprised of an aerial gondola system connecting LAUS to Dodger Stadium and associated improvements. Accordingly, the Draft EIR did not omit "foreseeable" development from its analysis, and CEQA expressly discourages such speculation.

Comment P140-28 Further, while the Draft EIR addresses growth-inducing impacts, its discussion is narrowly focused on whether the Project would induce population growth or residential development, and completely ignores the language in Section 15126, subdivision (e) instructing that "the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively" should also be discussed. (CEQA Guidelines, § 15126(e).) The Project would clearly "encourage and facilitate" the future plans to redevelop the Dodger Stadium parking lot with commercial uses, and the potential impacts of that future component of the Project should have been assessed.

Response P140-28 This comment provides a general recitation and characterization of the CEQA statute, case law, and regulations. Refer to Section 5.4, Growth-Inducing Impacts, of Section 5.0, Other CEQA Considerations, of the Draft EIR, for a discussion of the potential growth-inducing impacts of the proposed Project as required by

Public Resources Code section 21100(b)(5). Pursuant to CEQA Guidelines Section 15126.2(e), an EIR need only discuss “the ways in which” the proposed project could foster growth, and accordingly does not require an EIR to provide a detailed analysis of the proposed project’s effects on growth. A general analysis is sufficient. The Draft EIR’s growth inducing analysis considered the potential growth-inducing impacts from the proposed Project in pages 5-57 through 5-60 of the Draft EIR, concluding that construction and operation of the proposed Project would result in less than significant growth inducing impacts, with respect to whether the proposed Project would foster population or employment growth, or the construction of additional housing, either directly or indirectly, on both a regional and local scale. As discussed in Section 5.4, and as noted in this comment, the proposed Project does not remove obstacles to growth but instead would increase connectivity in the densely urbanized downtown Los Angeles and provide direct linkages to major residential, employment, and tourist destinations, such as LAUS, El Pueblo/Olvera Street, Chinatown, Los Angeles State Historic Park, Dodger Stadium, and Elysian Park. As discussed in Section 3.14, Population and Housing, of the Draft EIR, approximately 25 percent of the residents in the Project Study Area utilize either public transportation or walking for commuting to work. Refer to Response P140-9 for a discussion of the need for the proposed Project. Given that the area in the City where the proposed Project alignment is located is densely urbanized and there are existing planned developments for the area, the proposed Project would be a benefit for existing and planned uses in the area.

Refer to Responses P140-25 through P140-27 for a discussion of how the potential for development at Dodger Stadium is not reasonably foreseeable because the proposed Project solely proposes an aerial gondola system and does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property, which is approved only for Dodger Stadium and ancillary uses and structures as set forth in the Conditional Use Permit for the Dodger Stadium property, with restrictive designations and zoning not consistent with the uses speculated in this comment. Accordingly, the Draft EIR’s growth inducing analysis need not consider speculative potential impacts pursuant to CEQA Guidelines 15145.

Comment P140-29 The failure of the Draft EIR to address and analyze the impacts of the Project together with this foreseeable future project as either being part of the Project, or as “closely related past, present, and reasonably foreseeable probable future projects” creating cumulative impacts, or under the Project’s growth-inducing impacts, is a fundamental violation of CEQA that infects each of the Draft EIR’s impact analyses and renders the Draft EIR void as an informational document. (See Los Angeles Unified School Dist., *supra*, 58 Cal.App.4th at pp. 1024-1025.)

Response P140-29 Refer to Response P140-28 for a discussion of the Draft EIR’s growth-inducing impacts analysis, and how the potential for development at Dodger Stadium is not reasonably

foreseeable and therefore not required to be analyzed. The Draft EIR provided sufficient information in order for the public and decision makers to meaningfully evaluate the proposed Project's potential environmental impacts.

Comment P140-30 III. THE DRAFT EIR'S ANALYSES OF THE PROJECT'S AIR QUALITY AND GREENHOUSE GAS EMISSION IMPACTS ARE LEGALLY DEFICIENT

As discussed above, the Draft EIR's analyses of the Project's operational impacts on Air Quality and GHG emissions are defective because they fail to assess the potential impacts of the entire Project not only with respect to future plans for the Dodger Stadium parking lot, but even as described in the Project Description.

Response P140-30 Refer to Responses P140-25 through P140-27 for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Comment P140-31 As stated above, the analysis of the Project's operational air quality impacts in Section 3.3, Air Quality, uses for its mobile source baseline information the 2019 "vehicular emissions associated with games and special events associated with Dodger Stadium resulting from passengers and vehicles traveling to the game along with employees" (p. 3.3-22; see also 3.3-16). Similarly, the greenhouse gas ("GHG") emissions reduction analysis in Section 3.8, Greenhouse Gas Emissions, also focuses exclusively on Dodger Stadium (pp. 3.8-17 - 3.8-18). The technical reports supporting both sections clearly state that the operations scenarios assume, for mobile source emissions:

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

Response P140-31 Refer to Response P140-13 for a discussion of how due to the COVID-19 pandemic, the 2019 Major League Baseball season was the most recent season at the time of the Notice of Preparation for the Draft EIR with fans in attendance, and while the Draft EIR was under preparation that included a full season of games at Dodger Stadium. Therefore, as noted, in Section 3.17, Transportation of the Draft EIR, data regarding game attendance from the 2019 season with fans in attendance was used

in the estimation of VMT. As also discussed in Response P140--13, the proposed Project would generate neighborhood ridership that would reduce vehicle miles traveled (VMT), but to provide a more conservative analysis, only the VMT benefits of the proposed Project were calculated on Dodger Stadium game/event days. (Appendix D, Air Quality/Health Risk Assessment, p. 23; Appendix J, GHG, p. 25.)

Comment P140-32 The GHG Section uses the same 2019 mobile source baseline information from Dodger Stadium and future mobile source estimates that the Air Quality Section used. (See Section 3.8, p. 3.8-x; Appendix D, AQ-J, p. 25.)

Response P140-32 Refer to Responses P140-13 and P140-31 for a discussion of the mobile source baseline and estimates.

Comment P140-33 The Air Quality section is further deficient by failing to set forth basic construction assumptions upon which its construction emissions calculations were based, including for example, whether all construction equipment was assumed to be operating simultaneously. To the extent that basic information, which is disclosed in virtually every Draft EIR Air Quality section when discussing construction emissions, may be included in Appendix B, Construction Assumptions, it is buried not only in that appendix, but in that appendix's many tables. An EIR that buries basic information such as construction impact assumptions in appendices does not suffice under CEQA as an informational document. (Santa Clarita Organization for Planning the Environment v. County of Los Angeles, supra, 106 Cal.App.4th at pp. 722-23; see also Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova (2007) 40 Cal.4th 412, 442 (“[I]nformation ‘scattered here and there in EIR appendices,’ or a report ‘buried in an appendix,’ is not a substitute for ‘a good faith reasoned analysis.’”).

Response P140-33 This comment provides a general recitation and characterization of the CEQA statute, case law, and regulations. Refer to Section 3.03, Air Quality, and Appendix D, Air Quality/Health Risk Assessment Technical Report, of the Draft EIR for a discussion of how the Draft EIR analyzed the proposed Project's potential air quality impacts consistent with guidance from the SCAQMD and the model recommended by SCAQMD and the California Air Pollution Control Officers Association, CalEEMod. The analysis demonstrates that the proposed Project would not cause an exceedance of any SCAQMD significance thresholds during construction or operations. As shown in Table 3.3-5, Maximum Mass Daily Emissions Due to Operation of the Project, of the Draft EIR, the proposed Project would result in a net reduction in criteria pollutant emissions in both 2026 (Build Out) and 2042 (Horizon Year) by reducing vehicle miles traveled and thereby decreasing emissions compared to existing conditions. As an innovative transportation project that will reduce VMT over time, the proposed Project helps advance local and state climate and transportation policies (see Section 3.8.4, Environmental Impacts, of the Draft EIR's greenhouse gas emissions analysis and Table C-1 through Table C-4 provided in Appendix J, Greenhouse Gas Emissions Technical Report, for additional discussion).

The comment is mistaken about the Draft EIR's description of the construction assumptions upon which the calculations were based. Refer to Section 3.3.3, Methodology, of the Draft EIR's air quality analysis for the construction analysis' methodology. The methodology describes the assumptions upon which the construction analysis was based. This methodology section also describes the models which were used to prepare the emissions inventory for construction of the proposed Project and what the proposed Project construction health risk assessment evaluates. In addition, the thresholds that were utilized to assess significance for air quality are outlined in Section 3.3.3. The Draft EIR also cross-referenced the relevant technical appendices where additional information could be found, including Appendix B, Construction Assumptions, which summarizes the key assumptions informing the proposed Project's construction emissions calculations. Appendix D, Air Quality/Health Risk Assessment Technical Report, of the Draft EIR presents detailed information about the construction equipment (number of pieces of equipment, hours/day of use, horsepower, and load factor) in Table 4-2a and Table 4-2b by construction phase. The timing of these construction phases is presented in the construction schedule within Table 4-1 immediately preceding the equipment tables in this appendix. The Draft EIR summarized the more detailed technical information in the appendices about construction emissions.

The proposed Project construction analysis does not assume that all construction equipment is operating simultaneously because the analysis is designed to reflect the anticipated pace of construction, which would not involve all construction equipment operating simultaneously. In Appendix D, Air Quality/Health Risk Assessment Technical Report, of the Draft EIR, Table 4-1 summarizes each construction activity's estimated duration and dates of activity. Daily emissions of each criteria air pollutant are provided in Table C.1-1 through Table C.2-4 in Appendix D of the Draft EIR, and each table is meant to capture emissions from overlapping activities through the total emissions provided at the end of each table.

The Draft EIR complied with CEQA's requirements, providing the necessary analysis in the Draft EIR's main sections to adequately inform the public and decision makers regarding the proposed Project and its potential environmental impacts. Appendices were appropriately used in the Draft EIR to provide to the public with underlying documents that supported the analysis and findings in the Draft EIR, should they wish to read further on the particular subject, while still balancing CEQA's desire for clarity and brevity. Such documents were clearly organized and did not require the public to sift or hunt for such information. Contrary to the comment about "burying" information in the technical reports, the Draft EIR appropriately summarized the proposed Project's potential impacts to construction emissions and cross-referenced more-detailed technical reports where additional information was available. In this way, the Draft EIR balanced the need to provide the public and decision makers the information that they need to meaningfully consider the full range of the proposed

Project's potential environmental impacts while considering CEQA's desire for clarity and brevity.

Comment P140-34 Likewise, analysis critical to the GHG Section is missing and/or improperly buried in the appendix. Specifically, the GHG section fails to provide an analysis related to a purported net decrease in GHG emissions, which is only discussed in the Appendix. The GHG Section also lacks analysis as to how the Project would purportedly decrease the number of people traveling to Dodger Stadium or the general area in passenger vehicles. Moreover, the reports buried within the appendix rely on unsupported assumptions, including, but not limited to, conclusions related to the reduction of emissions and trips, flawed data related to ticket sales, and outdated data from 2011 to 2015 related to ridership.

Response P140-34 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. The Draft EIR analyzed the proposed Project's potential impacts from greenhouse gas (GHG) emissions consistent with guidance from the SCAQMD and the model recommended by SCAQMD and the California Air Pollution Control Officers Association, CalEEMod®. The Draft EIR includes a methodology section that describes the assumptions underlying the GHG analysis with appropriate cross-references to the applicable technical appendices. The Draft EIR summarized the more detailed technical information in the appendices about GHG emissions.

The Draft EIR analyzed GHG emissions based on a methodology and data described in the Draft EIR, with appropriate cross-references to the technical appendices. Contrary to this comment's suggestion, Section 3.8.4, Environmental Impacts, of the Draft EIR clearly describes the GHG impact analysis that was conducted on page 3.8-1 through page 3.8-19 of the Draft EIR. Section 3.08, Greenhouse Gas Emissions, of the Draft EIR concludes that the proposed Project would have a less than significant impact on GHG emissions. As described on page 3.8-18, the proposed Project would result in a net decrease in GHG emissions. As described on page 3.8-18, the proposed Project, as an innovative transportation project that would reduce VMT over time, results in a net reduction of GHG emissions, and helps advance local and state climate policies (refer to Table C-1 through Table C-4 provided in Appendix J, Greenhouse Gas Emissions technical report, of the Draft EIR for additional discussion).

Refer to Response P140-33 for a discussion of how appendices were appropriately used in the Draft EIR to provide to the public with underlying documents that supported the analysis and findings in the Draft EIR, should they wish to read further on the particular subject, while still balancing CEQA's desire for clarity and brevity. The Draft EIR properly includes an appendix that includes the details and substantial

evidence to support the analysis described in the Draft EIR, which includes Appendix J, Greenhouse Gas Emissions, and Appendix N, Transportation Appendices. Appendix N specifically addresses the proposed Project's VMT analysis regarding the reduction of trips and why data from 2011 to 2015 was used, on pages 13 and 28. The comment has not indicated why the Draft EIR's data and analysis related to ticket sales is flawed, and thus no further response is warranted. Nevertheless, refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project's ridership model which is based on extensive data sources and assumptions validated by data. This data was prepared by Metro in reports to the SCAQMD for the 2011-2015 Dodger seasons and was the most recently available at the time the analysis was conducted. Section 3.8.4 addresses the reduction in GHG emissions. The reduction in GHG emissions is described on pages 3.8-16 to 3.8-19 of the Draft EIR and further expanded upon in Appendix J, on pages 43 and 66. In Section 3.8.4, Environmental Impacts, of the Draft EIR, the summary of the GHG emissions for the proposed Project is presented in Table 3.8-1 and following this table, the contributing sources included in the GHG emissions inventory are described. Discussion regarding proposed Project consistency with applicable GHG reduction plans, policies, and regulations is also highlighted in this section. Refer to Response P140-33 for a discussion of how the Draft EIR appropriately summarized the proposed Project's potential impacts to GHG emissions and cross-referenced more-detailed technical reports where additional information was available. The Draft EIR provided substantial evidence for the determinations made for the proposed Project, while retaining more technical information in cross-referenced appendices to avoid making the Draft EIR sections too lengthy and technical for the average person who may review the Draft EIR.

Comment P140-35 IV. THE DRAFT EIR IMPROPERLY FAILS TO IDENTIFY AND ANALYZE IMPACTS TO HISTORIC/ARCHAEOLOGICAL RESOURCES WITHIN ITS PURPORTED ANALYSIS OF IMPACTS TO CULTURAL RESOURCES

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

Response P140-35 This comment provides a general recitation and characterization of the CEQA statute, case law, and regulations, but does not address an environmental issue or raise a substantive issue on the content of the Draft EIR. This comment is noted and will be

provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P140-36 Regarding the construction of the proposed Chinatown Station, the Draft EIR ignores the fact that remnants of the Zanja Madre have been found in many areas near the area of direct impacts depicted in Figure 3.5-2. These finds have been documented in studies now public that attached to EIRs prepared for nearby developments. (See, e.g., Exhibit 4, Appendix L to the Draft EIR for the College Station project, esp. the discussions of the Zanja Madre at pp. 12-16, 30-31.) The Draft EIR acknowledges that the Zanja Madre is a unique archeological resource (see CEQA Section 21083.2) in its discussion of the Zanja Madre in connection with the proposed Alameda Station. (Section 3.5, Cultural Resources, p. 3.5-37.) Even so, the Draft EIR fails to acknowledge the likelihood that remnants of the Zanja Madre may be encountered.

Response P140-36 This response takes into consideration the comment's referenced Exhibit 4. The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to cultural resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project, and Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant, and all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation, including both the Zanja Madre and archaeological resources in the vicinity of the proposed Project's Alameda Station and archaeological resources in the vicinity of the proposed Project's Chinatown/State Park Station.

Table 3 within Appendix F notes that six resources with at least one segment of the Zanja Madre were recorded within 1/8-mile of the project (P-19-000007, P-19-000887, P-19-003103, P-19-004196, P-19-004741, P-19-190309).

Only one resource, P-19-000887, is located within an area of direct impact. As noted on page 3.5-58 of the Draft EIR, P-19-000887 includes a segment of the Zanja Madre recorded within 500 square feet of the area of direct impacts of the proposed Alameda Station where the proposed vertical circulation elements would be located on an area currently containing a parking and loading area for El Pueblo. As noted on page 3.5-58, there is no overlap between the known locations of the Zanja Madre within El Pueblo and the proposed ground disturbance for the proposed Alameda Station. This segment of the Zanja Madre was capped in 1978 for preservation, is currently denoted by decorative pavement, and will not be impacted by the proposed Project. As noted on pages 3.5--58 and -59 of the Draft EIR, the proposed Project has potential to significantly impact buried, unrecorded material in other portions of P-19-000887 and, as such, mitigation measures related to archaeological testing and recovery have been proposed that will reduce impacts to the resource to less than

significant. Specifically, Mitigation Measure CUL-C notes that although the proposed Project is designed to not impact the portion of the Zanja Madre within Resource 19-000887, but nevertheless requires a testing plan to be prepared for portions of the site that will be impacted outside of the known Zanja location.

All other resources containing segments of the Zanja Madre are located outside of the area of direct impacts. Resource P-19-190309 consists of the 70-foot-long segment of the brick Zanja Madre conduit that is currently exposed and located northwest of Los Angeles State Historic Park near the intersection of North Broadway and Bishops Road. The Draft EIR provides an overview of P-19-190309. P-19-190309's setting has been substantially altered from its historic state, and the resource, which is meant to be buried, is now exposed. A nomination for this portion of the Zanja Madre for NRHP inclusion is considered withdrawn. Refer to pages 42, 52, and 91-92 of Appendix F of the Draft EIR for further information about P-19-190309.

As stated on page 3.5-68, in Section 3.05, Cultural Resources, of the Draft EIR, the proposed Project includes Mitigation Measure CUL-A, Cultural Resources Monitoring and Mitigation Plan, which requires a Cultural Resources Monitoring and Mitigation Plan (CRMMP) be prepared by a qualified archaeologist prior to project construction. Additionally, Mitigation Measure CUL-A requires the CRMMP be applicable to all ground disturbance extending into native soil with known archaeological sites and other areas of high sensitivity, and accounts for the unanticipated encounter of previously unknown and undocumented archaeological resources, requiring protocols for such an event. Mitigation Measure CUL-A also would incorporate specific requirements related to the Chinatown/State Park Station, requiring monitoring for ground-disturbance activities up to approximately 15 feet in depth at the Chinatown/State Park Station. The requirements include SHPO consultation and following practices that seek to avoid and preserve state-owned historical resources, when feasible. As further discussed in Mitigation Measure CUL-A, the General Plan acknowledges the Park has archaeological sensitivities and, as such, recommends continued study of existing and potential resources as well as the need to constantly update and expand the knowledge of historic activities at the Park. As for the cultural resources associated with the Park, the General Plan states that the Park should “[i]dentify, document, evaluate, and interpret cultural resources at the Park,” and “[p]rotect, stabilize, and preserve significant cultural resources within the Park.” The CRMMP is applicable for all ground-disturbance activities extending into native soil within known archaeological sites and other areas of high sensitivity. Accordingly, while there are no known segments of the Zanja Madre within the area of direct impacts at the Chinatown/State Park Station, the proposed Project provides mitigation in the event of an unanticipated discovery.

Comment P140-37 The Draft EIR’s failure to acknowledge the possibility of encountering these CEQA-defined unique archeological resources and to assess the Project’s potential impacts on them, and as discussed below, to mitigate any potentially significant impacts on

these resources properly as CEQA requires constitute clear violations of CEQA and yet another defect in the Draft EIR.

Response P140-37 Refer to Response P140-36 for a discussion of how all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation. The Draft EIR evaluates all known, previously recorded archaeological resources in the Area of Potential Impact (API), as well as the potential to inadvertently encounter previously unknown and undocumented archaeological resources. As stated on page 3.5-68, in Section 3.05, Cultural Resources, of the Draft EIR, the proposed Project includes Mitigation Measure CUL-A, Cultural Resources Monitoring and Mitigation Plan, which requires a Cultural Resources Monitoring and Mitigation Plan (CRMMP) be prepared by a qualified archaeologist prior to project construction. Additionally, Mitigation Measure CUL-A requires the CRMMP be applicable to all ground disturbance extending into native soil with known archaeological sites and other areas of high sensitivity, and accounts for the unanticipated encounter of previously unknown and undocumented archaeological resources, requiring protocols for such an event. Mitigation Measure CUL-A also would incorporate specific requirements related to the Chinatown/State Park Station, requiring monitoring for ground-disturbance activities up to approximately 15 feet in depth at the Chinatown/State Park Station. As stated on page 3.5-69, in Section 3.05, Mitigation Measure CUL-B, Archaeological Resources Worker Training Program, would provide information to construction workers about the known locations of archaeological resources and potential areas that may be sensitive for archaeological resources in order to mitigate unknown historical resources within the Area of Direct Impacts and mitigate potential impacts to them, including with input from the Los Angeles State Historic Park staff for construction at the Chinatown/State Park Station. Further, page 3.5-70, in Section 3.05 details Mitigation Measure CUL-C through CUL-F, which would mitigate the potential impacts to specific, known archaeological resources. Specifically, Mitigation Measure CUL-E provides for an archaeological testing plan for the Los Angeles State Historic Park. As concluded on page 3.5-71, in Section 3.05 of the Draft EIR, with implementation of Mitigation Measures CUL-A through CUL-F, the potentially significant impacts related to archaeological resources would be reduced to less than significant levels.

Comment P140-38 V. THE DRAFT EIR’S NOISE ANALYSES ARE INCOMPLETE

As discussed above, the Draft EIR’s Noise Section fails to assess the Project’s potential operational noise impacts resulting from the gondolas passing close by occupied buildings, particularly sensitive uses. That the gondolas will pass close by such uses is tacitly acknowledged by the fact that the gondolas will ostensibly be fitted with glass that can become opaque when the gondolas pass by “sensitive views,” which are not defined. (Section 2.0, Project Description, p. 2-18.) As stated above, the gondolas will pass particularly close to the windows of the Property’s multifamily units as frequently as every 23 seconds on game days. Yet, the Draft EIR provides no

information regarding the noise levels that would be generated by one gondola running so close to the Property's windows, much less an unbroken line of gondolas every 23 seconds. The potential noise impacts the gondolas would create as a continuous source of noise are not analyzed.

Response P140-38 Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of the operational noise impacts from the proposed Project. Operational noise would be expected from the equipment and mechanical operations of the stations, junction, and towers, as well as noise from cabins and passengers waiting to board in stations. The impact analysis included an evaluation of potential operational noise impacts resulting from the gondolas passing close by occupied buildings, including sensitive uses. To provide a conservative operational noise analysis, the worst-case scenario was selected which represents a Dodger Game Day, with the highest line speed, cabins per hour, and queuing numbers, and with nighttime operations. Tables 3.13-22, 3.13-23, and 3.13-24 on pages 3.13-53 to 3.13-57 of Section 3.13, Noise, of the Draft EIR demonstrate that operational noise impacts would be less than significant at all receptor locations based on the L.A. CEQA Thresholds Guide, FTA, and LAMC. In addition to the primary operational noise levels evaluated in the Draft EIR, the noise generated inside cabins was also evaluated separately, as demonstrated on Table 3.13-25 on page 3.13-57 of the Draft EIR. Cabin noise might be expected from the people traveling inside the cabin and any heating, ventilation, and air conditioning (HVAC) equipment associated with the cabin. The proposed Project would implement project design feature NOI-PDF-A in Section 3.13.6 that provides specifications regarding the interior-to-exterior noise reduction of the gondola cabins as well as the sound power level of the HVAC system. As shown in Table 3.13-25, with implementation of project design feature NOI-PDF-A, noise from the gondola cabins would be at least 10 dBA less than the existing nighttime noise level at noise-sensitive uses. Because the gondola noise would be at least 10 dBA less than the existing nighttime noise level, cabin noise will not contribute to the overall operational noise levels at any NSRs. Refer to Responses GO17-128 and Response GO17-129 for discussion of the proposed Project's less than significant impact on human health associated with hearing loss, hearing damage, and sleep disturbance.

Comment P140-39 The cumulative operational noise impact analysis is also incomplete. At pages 5-33 and 5-34 of Section 5.2, Cumulative Impacts, the Draft EIR acknowledges that related projects include, inter alia, transportation projects, but fails to identify or assess the noise generated by any transportation project.

Response P140-39 As noted in Section 5.0, Other CEQA Considerations, of the Draft EIR, on page 5-30, the geographic context for the cumulative impact analysis for noise and vibration is the vicinity of the proposed Project alignment and construction haul routes. Draft EIR Table 5-1 shows that the cumulative related projects are primarily residential, restaurant, retail, hotel, and office. The transportation projects referenced on Draft

EIR page 5-33 and included in Table 5-1 are mostly around LAUS. The remaining transportation projects referenced on page 5-33 and included in Table 5-1 would not interact with proposed Project operational noise due to distance attenuation. Vehicle noise from related project operations is accounted for in the projected traffic volumes and discussed on page 5-34. The proposed Project's operational cumulative noise impacts are shown to be less than significant.

Comment P140-40 An obvious related transportation project that would contribute to cumulative noise levels along with the Project is the Gold Line's Chinatown Station, which is located adjacent to the Project's planned Chinatown Station. Particularly on game days, the noise generated by passengers of the Gold Line's Chinatown Station could well substantially contribute to the cumulative noise levels in the area, and should have been added to the cumulative noise levels assessed.

Response P140-40 Refer to Section 5.0, Other CEQA Considerations, for discussion of related projects and cumulative impacts analysis for the proposed Project. The list of related projects for the proposed Project includes transit-related projects that are anticipated to be constructed during the same timeframe as the proposed Project (2024-2026); and operational at the same time as the proposed Project (opening year 2026 and Horizon Year 2042). Under CEQA, projects that already exist at the time the NOP is prepared are considered to be part of the existing physical conditions by which a lead agency determines whether an impact is significant (CEQA Guidelines § 15125(a)) and are not considered related projects, and thus not included in the list of past, present, and probable future projects producing related or cumulative impacts in Table 5-1: Related Projects, on page 5-3 of Section 5.0, Other CEQA Considerations, of the Draft EIR. (CEQA Guidelines § 15130(b)(1)(A).) As discussed in Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, the Metro L Line (Gold) Chinatown Station is an existing Metro light rail station and the related noise levels are captured in the baseline noise measurements (see Draft EIR, Section 3.13.3.1, Figure 3.13-4, and Table 3.13-9). Specifically, measurement locations ML-07 through ML-14 are in the vicinity of the Metro L Line (Gold) Chinatown Station and captured the station's contribution to the noise environment. The noise from proposed Project operations compared to existing measured ambient conditions (which includes noise from the Metro L Line (Gold) Chinatown Station) are evaluated in the operational noise analysis in Section 3.13.15.2 of the Draft EIR.

Comment P140-41 VI. THE DRAFT EIR'S TRANSPORTATION ANALYSIS IS FLAWED

As discussed above, the Draft EIR's Transportation Section relies on speculation to inflate the Project's projected ridership numbers. The Project cannot justify its 18-hour schedule and Chinatown Station when a substantial number of the future riders are assumed to be tourists based on projections that are abstruse and ultimately speculative. Further, as discussed above, the neighborhood ridership numbers are also speculative, whether or not they were validly projected, since the Project does not contain a mobility hub at the Dodger Stadium station on which the

currently unserved neighborhoods would depend. Moreover, even if the tourism-generated ridership numbers were valid, those riders are expected to travel to the Dodger Stadium station, only, which assumption again demonstrates that the Project has only a single purpose – the development of a gondola between Union Station and Dodger Stadium to eliminate vehicle trips to Dodger Stadium.

Response P140-41 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Accordingly, the need for the proposed Project is well established. Refer to Response P140-19 for discussion of how in order for the proposed Project to provide effective public transit in particular for commuters or residents in adjacent neighborhoods, including El Pueblo, Chinatown, Mission Junction, Elysian Park, Echo Park, and Solano Canyon, the proposed Project needs to provide a sufficient span of service similar to the rail and bus transit serving LAUS.

Refer to Responses P140-13, P140-14, P140-19, P140-20, and P140-21 for a discussion of proposed Project need, ability to reduce greenhouse gas emissions and improve air quality, and ridership and ridership assumptions. The Draft EIR's transportation impact analysis is defensible and conservative in its quantification of the vehicle miles traveled reduction benefits. The ridership estimates are based on the best available data, which are documented in detail in Section 3.17, Transportation and Appendix N, Transportation Appendices, of the EIR. Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project's ridership model which is based on extensive data sources and assumptions validated by data. Metro hired Stantec to peer review the transportation analyses conducted for the proposed Project, including Section 3.17,

Transportation, and Appendix N, Transportation Appendices of the Draft EIR.⁶ Stantec is an internationally-respected global design and delivery firm that provides transportation engineering and planning services among its many service lines. Stantec concluded that the proposed Project ridership forecasting model and the model inputs and data sources were credible, defensible, and appropriate to use for the analysis and that they agreed with the ridership forecasts in the Draft EIR.

Comment P140-42 Similar to other sections of the Draft EIR, the Transportation Section relies on reports and models that are either impermissibly buried within or only referenced without being included in the appendix.

Response P140-42 The Draft EIR complied with CEQA’s requirements, providing the necessary analysis in the Draft EIR’s main sections to adequately inform the public and decision makers regarding the proposed Project and its potential environmental impacts. Appendices were appropriately used in the Draft EIR to provide to the public with underlying documents that supported the analysis and findings in the Draft EIR, should they wish to read further on the particular subject, while still balancing CEQA’s desire for clarity and brevity. Models related to the Transportation analysis, provided in Section 3.17, Transportation, of the Draft EIR, are available in Appendix N, Transportation Appendices, of the Draft EIR. Other models referenced are provided in reference to the Downtown Community Plan Update/New Zoning Code for Downtown Community Plan Draft Environmental Impact Report on Page 3.17-24, in Section 3.17,. A website URL to this document is provided in Footnote 8 of Section 3.17, Transportation.

Comment P140-43 VII. THE DRAFT EIR’S FAILS TO ASSESS OTHER CRITICAL PROJECT EFFECTS

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

The need to fit the gondolas with “privacy glass” to protect “sensitive views” is a tacitly acknowledgment that otherwise the Project would significantly adversely affect sensitive land uses and receptors – including the future residents of the Property.

Response P140-43 As stated on page ES-17, in the Executive Summary, of the Draft EIR, the proposed Project would not result in any significant and unavoidable operational impacts. Refer to Response P140-17 for a discussion of “privacy glass” and “sensitive views.”

⁶ Stantec. 2023. Memo to Holly Rockwell Regarding Los Angeles Aerial Rapid Transit (LA ART) Project Transportation Analysis Peer Review.

Comment P140-44 Other information not readily available in the Draft EIR explains why. Although the information is buried in Appendix M, Noise and Vibration Report, the Draft EIR “discloses” that the gondolas would run just 35 feet from the windows of the Property’s residents. Gondolas filled with up to 40 persons running by the windows of the Property’s residents every 23 seconds on “game days” would create a significant environmental impact on those residents (as well as an invasion of privacy) that is not analyzed in the Draft EIR. (See *id.*, p. 2-18.) This impact is not assessed in the Draft EIR.

Response P140-44 Refer to Response P140-17 for a discussion of the Draft EIR’s operational analysis related to nearby residences, and disclosure in the Project Description of the proposed Project’s proximity to the approved College Station development. Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of the operational noise impacts from the proposed Project. The impact analysis included an evaluation of potential operational noise impacts resulting from the gondolas passing close by occupied buildings, including sensitive uses. As noted on page 3.13-57 of the Draft EIR, an analysis was conducted to evaluate the noise from the gondola cabins as they travel between the stations, towers, and junction in proximity to receptor locations. Cabin noise might be expected from the people traveling inside the cabin and any heating, ventilation, and air conditioning (HVAC) equipment associated with the cabin. The proposed Project would implement project design feature NOI-PDF-A that provides specifications regarding the interior-to-exterior noise reduction of the gondola cabins as well as the sound power level of the HVAC system. Refer to Response GO17-127 for analysis of operational noise impacts associated with sleep disturbance, which includes an analysis that uses the Sound Exposure Level (SEL) acoustics metric. As identified therein, operational noise impacts associated with sleep disturbance would be less than significant. Privacy is not a CEQA issue, accordingly, no further response is warranted. Refer to Response P140-17 for a discussion of “sensitive views” and “privacy glass.” The Draft EIR complied with CEQA’s requirements, providing the necessary analysis in the Draft EIR’s main sections to adequately inform the public and decision makers regarding the proposed Project and its potential environmental impacts. Appendices were appropriately used in the Draft EIR to provide to the public with underlying documents that supported the analysis and findings in the Draft EIR, should they wish to read further on the particular subject, while still balancing CEQA’s desire for clarity and brevity. Such documents were clearly organized and did not require the public to sift or hunt for such information.

Comment P140-45 The Draft EIR attempts to pass any such impact as an aesthetic impact, as a potential effect on a private view that CEQA does not recognize. (Section 3.1, Aesthetics, p. 3.1-13.) However, there can be no argument that gondolas running every 23 seconds just 35 feet from a residential window for hours 100 days per year, and at longer intervals daily from 6:00 a.m. to 12:00 a.m. is a serious impact on the environment that must be assessed. As the preface to Appendix G states, Appendix G

“is a sample form that may be tailored to satisfy individual agencies’ needs and project circumstances. ... Substantial evidence of potential impacts that are not listed on this form must also be considered.”

Response P140-45 Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Because visual impacts under the L.A. CEQA Thresholds Guide are assessed based on changes to public views, description of resident viewer groups was provided only for informational purposes as private views from residential properties are not protected under the L.A. CEQA Thresholds Guide. This description of resident viewer groups for informational purposes only was provided with the understanding that, even within different viewer groups, visitors and residents likely hold unique values regarding the significance of views, and the significance of an impact is not based solely on a project’s visibility from public viewpoints. In the evaluation of aesthetics, the Draft EIR analysis considers a range of qualifying factors consistent with methods and guidance provided by the Federal Highway Administration (FHWA) for evaluating visual impacts, as well as the CEQA Guidelines and City of Los Angeles CEQA thresholds. Accordingly, the Draft EIR’s aesthetics analysis more than adequately complies with CEQA’s requirements for a Draft EIR. Refer to Response P140-17 for a discussion of operational analysis related to nearby residences. The impacts to the multifamily residential building referenced by this commenter were addressed throughout the Draft EIR. As discussed in Sections 3.01, Aesthetics, 3.03, Air Quality, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts, including to the multifamily residential building referenced by this commenter. CEQA does not require extensive detail beyond that needed for evaluation and review of the proposed Project’s environmental impact. (See, e.g., CEQA Guidelines § 15124.) The Draft EIR provided sufficient information in order for the public and decision makers to meaningfully evaluate the proposed Project’s potential environmental impacts. CEQA does not require “a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters” and lead agencies are not required to “provide all information requested by reviewers.” (*Id.*, § 15204.)

Comment P140-46 Further, Section 5.5, Other Additional Evaluations, of the Draft EIR contains an assessment of the Project’s potential impact on kite flying, an impact not customarily recognized under CEQA, and on the use of the Los Angeles State Historic Park for special events and for routine activities such as personal reflection. (Section p. 5-60 – 5.63.) The Project’s effect on a multifamily residential building would be experienced over an 18-hour period every day, and would be a more serious and intrusive effect

than that experienced by recreational users of the Park that must be analyzed in the EIR.

Response P140-46 Refer to Section 5.5.1, Kites, of Section 5.0, Other CEQA Considerations, of the Draft EIR, for discussion of kites in response to a comment in response to the NOP identifying flying kites in the Los Angeles State Historic part as a known recreational activity of park users. The impacts to the multifamily residential building referenced by this commenter were addressed throughout the Draft EIR. As discussed in Sections 3.01, Aesthetics, 3.03, Air Quality, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts, including to the multifamily residential building referenced by this commenter. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. The proposed Project would be located in a densely-populated, urban environment surrounded by a variety of commercial, industrial, and residential development types. In this type of environment, it is common for public transportation, such as Metro’s light rail, to be located adjacent to residential uses and modern aerial transit systems in other cities, including Portland, Oregon, and New York City, operate adjacent to residential uses. Nevertheless, as discussed in Topical Response J, Gondola Design and Operations and Section 2.0, Project Description, of the Draft EIR, cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views, and the proposed Project would work with stakeholders adjacent to the proposed Project alignment to identify locations where the use of privacy glass would be warranted. Considerations as to the locations along the proposed Project alignment where the privacy glass could be activated include the subject adjacent sensitive views and the vertical and horizontal distance between the proposed Project cabins and the adjacent sensitive views.

Comment P140-47 VIII. THE DRAFT EIR’S MITIGATION MEASURES ARE INVALID UNDER CEQA

An EIR must identify feasible mitigation measures “which could minimize significant impacts” of the project. (CEQA Guidelines § 15126.4(a)(1).) Improper deferral of feasible mitigation occurs where an agency defers the formulation of mitigation measures to some future time, concluding based on “loose or open ended” measures that impacts can be reduced to a less than significant level. (Rialto Citizens for Responsible Growth v. City of Rialto (2012) 208 Cal.App.4th 899, 945.) Reliance on

unspecified programs and practices as mitigation to be adopted in the future without any mandatory commitments or performance standards is insufficient under CEQA. (See *Endangered Habitats League v. County of Orange* (2005) 131 Cal.App.4th 777, 793-794.)

Response P140-47 This comment provides a general recitation and characterization of the CEQA statute, case law, and regulations, but does not address an environmental issue or raise a substantive issue on the content of the Draft EIR. This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P140-48 As stated above, the Draft EIR fails to describe key elements of the Project and omits technical data in a manner that frustrates any valid impacts analysis of the Project as described in Section 2.0, Project Description, in addition to impacts from omitted components of the Project such as the future redevelopment of the areas on and surrounding the Dodger Stadium parking lot with commercial uses, which, in conjunction with the Project, could have additional and/or cumulative and/or growth-inducing environmental impacts. The Draft EIR's failure to assess the significance of such impacts eliminates its ability to determine whether the mitigation measures it identifies would in fact reduce the Project's potentially significant impacts below applicable thresholds of significance.

Response P140-48 Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. Refer to Responses P140-25 through P140-29 for further discussion of how the Draft EIR analyzed all reasonably foreseeable impacts of the proposed Project.

Comment P140-49 Furthermore, as set forth above, certain of the mitigation measures identified in the Draft EIR are legally invalid either because they violate CEQA's standards for the particular type of mitigation, or because they lack substance or rely on unspecified and unformulated future measures, practices and plans that provide no substantial evidence supporting the Draft EIR's assertion that they would actually reduce potentially significant impacts to less than significant levels. (See *Endangered Habitats League*, supra, 131 Cal.App.4th at pp. 793-794; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 309.)

Response P140-49 This comment provides a general summary of comments raised in this letter. Responses to the comments contained in this letter are provided in Responses P140-1 through P140-48, and below in Responses P140-50 through P140-55. Refer to Topical

Response I, Use of Project Design Features and Plans in Mitigation Measures, for discussion of how the proposed Project's use of mitigation measures and project design features is consistent with the requirements of CEQA.

Comment P140-50 For example, Mitigation Measure CUL-A, addressed to unexpected archeological finds, violates the terms of CEQA Guidelines Section 15126.4(b)(3) and improperly defers mitigation. (Section 3.5, Cultural Resources, pp. 3.5-68-3.5-69.) It calls only for the preparation of an as-yet unformulated "Cultural Resources Monitoring and Mitigation Plan" ("CRMMP") that is merely generally and insufficiently described. Among the major defects in the future CRMMP is that it violates CEQA Guidelines Section 15126.4, subsection (b)(3). That subsection mandates that certain factors "shall be considered and discussed in an EIR for a project involving such an archaeological site." The first such factor, listed at Section 15126.4, subsections (b)(3)(A) and (B), states that preservation in place is the preferred manner of mitigating impacts and may be accomplished by at least four means. The future CRMMP breezes by preservation in place: treatment may involve data recovery or preservation in place. (Section 3.5, Cultural Resources, p. 3.5-69.) The Draft EIR neither considers nor discusses any alternatives for preservation in place of any unexpected archeological finds. Yet, such finds are highly likely along the Project's alignment, given the long history of settlement in the area and the numerous built historic resources near and surrounding the proposed Alameda Station. Moreover, preservation in place for archeological finds near El Pueblo, for example, may be the only mitigation measure that would truly reduce the Project's impacts to less than significant, since an unexpected find in that area may well be associated with a larger as-yet undiscovered cohesive archeological find such as the remains of a village, home, or other structure.

Response P140-50 The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to archaeological resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project. As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation. The Draft EIR evaluates all known, previously recorded archaeological resources in the Area of Potential Impact (API), as well as the potential to inadvertently encounter previously unknown and undocumented archaeological resources. Refer to Responses P140-36 and P140--37 regarding the adequacy of the Draft EIR assessment of archeological resources and an overview of the Draft EIR's mitigation measures related to cultural resources. Refer to Topical Response I, Use of Project Design Features and Plans in Mitigation Measures, for discussion of how the use of plans in mitigation measures does not constitute impermissible deferral. Such actions are commonplace under CEQA where additional study is required but is not appropriate or otherwise feasible at the time of CEQA review (for example, where ground disturbance and excavation is infeasible prior to project approval). Refer to

Responses P140-51 and P140-52 for additional discussion of why additional study regarding archaeological resources is not appropriate prior to project approval. As provided in Mitigation Measure CUL-A, on page 3.5-69 of the Draft EIR, the CRMMP will lay out regulatory requirements which will be adhered to, including SHPO consultation and practices that seek to avoid and preserve state--owned historical resources. In addition, the "Project Sponsor shall coordinate with the archaeologist and Metro to develop an appropriate treatment plan for the resources in accordance with California Public Resources Code (PRC) Section 21083.2(i) if they are determined by Metro to be potentially eligible for the CRHR or potentially qualify as unique archaeological resources pursuant to CEQA. Treatment may include implementation of archaeological data recovery excavations to remove the resource or preservation in place." Accordingly, the best possible treatment for the resource will be determined based upon Public Resources Code requirements in consultation with a qualified archaeologist. CEQA itself recognizes that while preservation in place is the preferred method of mitigating impacts, other approaches may still reduce potential impacts to less than significant if preservation in place is not feasible. For instance, CEQA Guidelines Section 15126.4(b)(3) acknowledges that data recovery through excavation may be the only feasible mitigation, and that a data recovery plan, which provides for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Refer to Section 5.0, Corrections and Additions, of the Final EIR for a discussion of how Mitigation Measures CUL-A, CUL-C, and CUL-D have been revised consistent with CEQA Guidelines section 15126.4(b)'s recognition that "preservation in place is the preferred manner of mitigating impacts to archaeological sites," and that data recovery plans may be prepared "[w]hen data recovery through excavation is the only feasible mitigation."

Comment P140-51 Mitigation Measure CUL-A and its CRMMP also violate CEQA by deferring to the future the details of the measures that would actually mitigate the impacts. No information is provided as to when preservation in place would be required over recovery, or vice versa; in fact, again, it appears that recovery is the preferred measure. (See Section 3.5, Cultural Resources, p. 3.5-69, 3.5-57; see also, 3.5-61.) They also violate CEQA by allowing Metro, a non-expert, to determine whether a discovered resource is potentially eligible for the California Register of Historic Resources or may potentially qualify as a unique archeological resource under CEQA. (Section 3.5, Cultural Resources, p. 3.5-69.)

Response P140-51 Refer to Topical Response I, Use of Project Design Features and Plans in Mitigation Measures, for a discussion of how CEQA does not require plans and studies contemplated in mitigation measures to be developed during the Draft EIR process or prior to project approval, and recognizes that the development of plans or future studies may be appropriate in order to reflect on-the-ground conditions at the time the potential impact may occur, as well as further developments in proposed Project design during the post-entitlement phase. This allows the mitigation to be

appropriately tailored to the potential impact. The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to archaeological resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project. Refer to Responses P140-36 and P140-37, above, regarding the adequacy of the Draft EIR assessment of archeological resources, and Response P140--50, above, regarding the nature and adequacy of Mitigation Measure CUL-A. Refer to California Code of Regulations 15064.5 regarding the process by which a Lead Agency may determine significance of a resource and its eligibility for potential listing in the California Register of Historical Resources (CRHR).

Comment P140-52 Mitigation Measures CUL-C, CUL-D and CUL-E suffer from the same defects as does Mitigation Measure CUL-A, but are even more focused on data recovery as the only mitigation solution, without any consideration or discussion of preservation in place, even though the Draft EIR recognizes the archeological sensitivity of the area. (Section 3.5, Cultural Resources, p. 3.5-70.) These measures also improperly defer mitigation and are impermissibly vague by providing that “criteria thresholds that would require data recovery” (p. 3.5-70), an undisclosed “data recovery plan shall be implemented” (id.)

Response P140-52 The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to archaeological resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project. Refer to Responses P140-36 and P140-37, above, regarding the adequacy of the Draft EIR assessment of archeological resources and Mitigation Measures CUL-C through CUL-E. Refer to Topical Response I, Use of Project Design Features and Plans in Mitigation Measures, for discussion of how the use of plans in mitigation measures does not constitute impermissible deferral. Such actions are commonplace under CEQA where additional study is required but is not appropriate or otherwise feasible at the time of CEQA review (for example, where ground disturbance and excavation is infeasible prior to project approval). With respect to Mitigation Measures CUL-A and CUL-C through CUL-E, as acknowledged on page 3.5-2, Section 3.05, Cultural Resources, of the Draft EIR, “an archaeological resource may not be recognizable or even observable without ground-disturbing activities.” Mitigation Measures CUL-A and CUL-C through CUL-E accordingly outline actions that would be taken in the unlikely event that archaeological resources are discovered once excavation begins on-site. Excavation or other such ground disturbance prior to approval of the proposed Project to discover any potential additional resources is impracticable at this juncture. Mitigation Measure CUL-C requires that if avoidance is not feasible, a testing and data recovery plan shall be prepared outlining the procedures for potential discovery, including the criteria thresholds for requiring data recovery following testing, and how data recovery shall describe the specific methods to be used for excavation, mapping, and data recovery. Similar requirements are provided in Mitigation Measures CUL-D and CUL-E. Refer to

Response P140-49 for a discussion of how CEQA provides that data recovery through excavation may be the only feasible mitigation and would reduce potential impacts to less than significant if preservation in place is infeasible. Consistent with the requirements of CEQA Guidelines section 15126.4(b)(3), Mitigation Measures CUL-A and CUL-C recognize that preservation in place is the preferred manner of mitigating impacts to archaeological sites, but may not be feasible, allowing for data recovery in such circumstances. Similarly, Mitigation Measure CUL-E recognizes that if “avoidance/preservation-in-place is not possible,” a data recovery plan should be implemented. Refer to Section 5.0, Corrections and Additions, to the Final EIR, for a discussion of how Mitigation Measures CUL-A, CUL-C, and CUL-D have been revised consistent with CEQA Guidelines section 15126.4(b)’s recognition that “preservation in place is the preferred manner of mitigating impacts to archaeological sites,” and that data recovery plans may be prepared “[w]hen data recovery through excavation is the only feasible mitigation.”

Comment P140-53 Given these defects in these mitigation measures, the Draft EIR contains no substantial evidence supporting its conclusion that impacts on archeological resources would be less than significant.

Response P140-53 This comment provides a general conclusion regarding the comments raised in this letter. Responses to comments contained in this letter are provided above in Responses P140-47 through P140-53. The Draft EIR fully analyzed and addressed the proposed Project’s potential impacts to archaeological resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project, prepared by experts Marc A. Beherec, Ph.D., R.P.A., and Christy Dolan, R.P.A., of AECOM. Appendix F provides substantial evidence to support the Draft EIR’s conclusion that all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation.

Comment P140-54 IX. ALTERNATIVES

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

Response P140-54 This comment provides a general recitation and characterization of Design Option B. Section 6.0, Design and Use Options, of the Draft EIR, includes discussion of Use Option D referenced by this commenter. Section 6.0 includes design and use options responsive to public comments and stakeholder feedback, and describes how

environmental impacts from implementation of each design and use option would differ from the proposed Project's potential environmental impacts described in Section 2.0, Project Description and analyzed in Section 3.0, Environmental Setting, Impacts, and Mitigation, of the Draft EIR, with respect to the particular project component variation. The design and use options provide flexibility for decision makers to potentially adopt one or more minor variations to components of the proposed Project should the decision maker determine such a minor variation is desirable as part of the proposed Project. The design and use options are not alternatives to the proposed Project, which are included in Section 4.0, Alternatives, of the Draft EIR. The Draft EIR does not "reject" or otherwise advance forward a particular design and use option. Therefore, the Draft EIR has not "rejected" Use Option D. Use Option D provides for the Chinatown/State Park Station to be a non-passenger junction, similar to the proposed Project's Broadway Junction, instead of the proposed Project's Chinatown/State Park Station which would function as a passenger station. As discussed in Section 2.0, Project Description, the proposed Project's Chinatown/State Park Station would be located near the southernmost entrance to the Los Angeles State Historic Park and would be located within a short walk to many Chinatown businesses and Metro's L Line (Gold). This station would address the goal of creating a stronger connection with the Metro L Line (Gold) and would also enhance transit access to the Los Angeles State Historic Park, Mission Junction, William Mead Homes, and the Los Angeles River. Use Option D would not provide this connection. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the proposed Project's objectives were defined in order to assist Metro in considering alternatives that achieve the proposed Project's fundamental purpose of providing a permanent transit connection to Dodger Stadium. Refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment, providing connections to Metro's growing regional public transit system. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P140-55 However, as discussed above, the Gold Line's Chinatown Station already serves these neighborhoods and is already just one mile from the Park. The Project really only serves Dodger Stadium and therefore a Station at Chinatown would not only be more impactful but also unnecessary. There is no question that a junction, rather than the larger station proposed, would have a lesser impact on the area, particularly since the Gold Line's Chinatown Station already exists.

Response P140-55 Refer to Response P140-9 for discussion of the purpose and need for the proposed Project. Refer to Response P140-54 for discussion of why an intermediate station is

proposed for the Chinatown/ State Park Station instead of a junction. Compared to the Metro L Line (Gold), accessible at the Chinatown Station, the proposed Project's Chinatown/State Park Station would be closer to the Los Angeles State Historic Park, the shorter headways would result in more frequent service, and the travel time would be less. As detailed in the Draft EIR, the proposed Project's Chinatown/State Park Station would have less than significant operational impacts.

Comment P140-56 X. CONCLUSION

Based on the foregoing, the Draft EIR fails to suffice under CEQA as an informational document. It fails to assess critical impacts and fails to provide the requisite substantial evidence supporting its conclusions that the majority of the Project's impacts would be less than significant. To the contrary, as noted above there is ample evidence suggesting that the Project, both individually and cumulatively, would have significant effects on the environment that are not identified, assessed or mitigated in the Draft EIR. The Draft EIR must be revised and recirculated to address its fundamental defects before the Project can be considered for approval.

Very truly yours,

DLA PIPER LLP (US)

A. Catherine Norian

Enclosure (Exhibits 1-4)

Response P140-56 This comment provides a general conclusion regarding the comments raised in this letter. Responses to the comments contained in this letter are provided above in Responses P140-1 through P140-55. This comment and the comments raised in this letter do not raise any significant new information requiring recirculation of the Draft EIR prior to certification pursuant to CEQA Guidelines Section 15088.5.

Comment Letter P141 – Bill Haller

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P141

Comment P141-1 Dear Cory,

Hooray! Let's get this done!

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

Kind regards,

Bill Haller

Response P141-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P142 – Justin Carrus

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P142

Comment P142-1 To whom it may concern,

I'm a 90012 resident and have been following this project for the past several months. I attended the event at Union Station and spent over an hour discussing the results of the EIR and project at large with the hosts. After some more research and reflection, I would like to voice some concerns for the project.

Response P142-1 This comment provides a general introduction regarding the comments raised in this letter. Responses to the comments contained in this letter are provided below in Responses P142-2 through P142-4.

Comment P142-2 My primary concern is simply about understanding how the project is financed. At the Union Station event I was told that the project will be entirely financed by an external benefactor who will only donate the funds for this project in particular (as opposed to sponsoring other projects). Furthermore that the benefactor would pay for ongoing maintenance and that the cost to users would be the same as the rest of the Metro system.

To me, this seems unlikely to be true (and if true, seems unlikely to work in reality unless there is some kind of endowment created for the ongoing financing of this project), and I'm unable to find confirmation in any legally binding way that this is the case. If you are able to provide authoritative information about this, please include it in your response.

Response P142-2 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P142-3 My second concern is about the choice of gondola over other alternatives. As far as I can tell, no other alternatives have been considered as this was an "unsolicited proposal". I feel as though the due-diligence for this project has not been done. It seems this project is a solution looking for a problem rather than an optimal plan. I am not able to support a project that assumes that the first solution considered is the best solution.

Response P142-3 Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for a discussion of how the Draft EIR considered a range of reasonable alternatives pursuant to CEQA. This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project.

The Draft EIR itself serves as a "feasibility study" for the proposed Project, with 7,877 pages of detailed analysis from experts in their respective fields, intended to provide the public and decision makers the information that they need to meaningfully consider the proposed Project's potential environmental impacts.

Comment P142-4 My final concern is that the ART project doesn't address the largest issue with Dodger Stadium: that the venue itself is disconnected from the surrounding urban fabric by its own parking lots. Great urban ballparks (and venues) are connected to the surrounding neighborhoods in a way that allows patrons to arrive early, enjoy food and drink before the event, walk to the park, enjoy the event, and linger after. I would much prefer this project to omit the gondola (which seems very high-risk for the expected value of moving 5k pp/hr) and instead focus on improving the walkability of Vin Scully Ave. and creating connections to the park from Chinatown. Patrons already park in the surrounding area and walk to the park, so the distance is not too great. The Chinatown L Line stop is geographically very close to the park, and the LA Historic Park regularly hosts events with >10k attendees, even without the direct highway access that Dodger Stadium has. Transit options already exist to get to Chinatown and Echo Park from many places in the city and the last-mile improvements would be much more beneficial to the area than a gondola.

Response P142-4 Refer to Section 5.0, Corrections and Additions, of the Final EIR, for discussion of a Pedestrian Enhancement Alternative to the proposed Project in which the proposed Project would not be constructed, and instead an enhanced pedestrian walkway and vertical circulation elements would be constructed to improve the safety, comfort, and accessibility of walking between the Metro L Line (Gold) Station and Dodger Stadium. While this alternative would provide improved pedestrian connections compared to existing conditions, the 25 minute plus travel time from the Metro L Line (Gold) Station to the location of the proposed Dodger Stadium Station would be at least nine times greater than the three minute travel time between those two locations with the proposed Project, and this alternative would be unlikely to attract

substantially more people to walk to Dodger Stadium compared to existing conditions given the travel time and the physical exertion. This alternative was considered but dismissed from further detailed analysis because it did not meet most of the basic objectives of the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Comment P142-5 I appreciate you taking the time to solicit and read these responses. If I am misinformed, please send any relevant information along.

Response P142-5 This comment provides a general conclusion regarding the comments raised in this letter. Responses to comments contained in this letter are provided above in Responses P142-2 through P142-4.

Comment Letter P143 – Nidhi Mikhanj

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P143

Comment P143-1 Dear Mr. Cory Zelmer,

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

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

Sincerely,

Nidhi Nikhanj, MD

Response P143-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P144 – Jasvinder Bawa

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P144

Comment P144-1 Dear Mr. Cory Zelmer,

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

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

Sincerely,

Jas

Response P144-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P145 – Ralph Levinson

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P145

Comment P145-1 Dear Mr. Cory Zelmer,

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

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

What a win-win! Jobs, fight pollution, save fans gas, and help climate change. And fun!

Sincerely,
Ralph Levinson, M.D.

Response P145-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P146 – Susan Levinson

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P146

Comment P146-1 Dear Mr. Cory Zelmer,

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

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

Sincerely,

Susan

Response P146-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P147 – Brenda Nuyen

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P147

Comment P147-1 Dear Mr. Cory Zelmer,

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

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

Sincerely,
Brenda Nuyen

Response P147-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P148 – Dylan Sittig

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P148

Comment P148-1 Hello Mr. Cory Zelmer,

I am writing to express my concern about the LAART project and the environmental impacts that it will have on the community and the City.

While the Environmental Impact Report (EIR) brings to light certain impacts of the project on the environment, the simple fact is that the negative impacts of this project go beyond the scope of an EIR and California Environmental Quality Act review (public funding, privacy concerns, etc.). The EIR lays out the potential for significant and unavoidable impacts and relies on questionable mitigation measures to attempt to address significant impacts.

Response P148-1 The Draft EIR analyzes the whole of this action, as well as reasonably foreseeable potential environmental impacts resulting from this action. CEQA does not require extensive detail beyond that needed for evaluation and review of the proposed Project's environmental impact. (See, e.g., CEQA Guidelines § 15124.) The Draft EIR provided sufficient information in order for the public and decision makers to meaningfully evaluate the proposed Project's potential environmental impacts. CEQA does not require "a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters" and lead agencies are not required to "provide all information requested by reviewers." (Id., § 15204.) The Draft EIR includes 7,877 pages of detailed analysis from experts in their respective fields, intended to provide the public and decision makers the information that they need to meaningfully consider the proposed Project's potential environmental impacts, as well as a shorter executive summary that explains the analysis and conclusions in clean and simple language. Accordingly, the Draft EIR more than adequately complies with CEQA's requirements for a Draft EIR. Refer to Topical Response I, Use of Project Design Features and Plans in Mitigation Measures, for discussion of how the proposed Project's use of mitigation measures and project design features is consistent with the requirements of CEQA.

Comment P148-2 There is no way that the undefined potential benefits of this program would possibly outweigh the clear and obvious negative environmental and societal impacts associated with the construction and operation of the Project. I urge you to halt this program as soon as possible.

Response P148-2 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high- capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los

Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities.

Comment P148-3 The Project is not community serving and does nothing to enhance mobility for existing Chinatown residents. Ample public transit service between Union Station and Chinatown already exists in the form of numerous Metro Buses, multiple DASH buses, the Gold / L Line, and it is a very short walk. In no instance will the non-game day head ways be more efficient than many of these other pre-existing transit options.

Response P148-3 Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities. The proposed Project supports Metro's goal of prioritizing equity opportunities and helps promote public transit as an essential lever in enabling access and improving quality of life for Los Angeles County. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game and the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the proposed Community Access Plan Compared to the Metro L Line (Gold), accessible at the Chinatown Station, the proposed Project's Chinatown/State Park Station would be closer to the Los Angeles State Historic Park, the shorter headways would result in more frequent service, and the travel time would be less.

Comment P148-4 There will be negative impacts to the efforts to increase the Union Station Alameda forecourt. Having an obtrusive tram station will detract from the pedestrian realm and is antithetical to the type of street activation that is desired near Olvera Street and along Alameda Street.

Response P148-4 As discussed in Section 2.0, Project Description, of the Draft EIR, Metro's LAUS Forecourt and Esplanade Improvements Project is currently being developed in coordination with the City of Los Angeles, and would include repurposing the existing northwestern parking lot at LAUS into a pedestrian forecourt and gathering space, as well as pedestrian and bicycle enhancements along Alameda Street and Los Angeles Street. In addition, the Project proposes a new pedestrian plaza north of the Placita de Dolores in an area currently used as a parking and loading area for El Pueblo. As discussed in Section 2.0, Project Description, of the Draft EIR, the Alameda Station location was selected in part because of its high visibility and proximity to LAUS and El Pueblo, safe and convenient pedestrian connection to and from the LAUS passenger terminal and El Pueblo, as well as adjacency to public space for passenger access, and because the location is compatible with Metro's plans at LAUS, including the LAUS Forecourt and Esplanade Improvements Project. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would include several sustainability features and open space enhancements, including pedestrian enhancements and drought tolerant landscaping, how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area, which would be discussed with identified stakeholder

groups, and how the proposed Project would provide numerous benefits to local businesses in El Pueblo, Chinatown, and other areas along the proposed Project alignment, including through potential partnerships with these businesses as well as by providing an accessible and affordable mobility option for employees and area residents.

Comment P148-5 Additional exploration of the Transportation Systems Management Alternative should be further explored. The project objectives were too narrowly defined in a way that doesn't truly serve the needs of the people of the City of Los Angeles, or the residents of Chinatown.

Response P148-5 Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project's objectives were defined in order to assist Metro in considering alternatives that achieve the proposed Project's fundamental purpose of providing a permanent transit connection to Dodger Stadium. The proposed Project's objectives are not so narrow that they preclude consideration of reasonable alternatives – while alternatives for a project must be able to satisfy “most of the basic objectives of a project,” alternatives should not be excluded simply because they would impede attainment of project objectives “to some degree.” (CEQA Guidelines, §15126.6(a)–(b).) The proposed Project's objectives broadly contemplate improving neighborhood connectivity and the Dodger Stadium visitor experience, reducing vehicle congestion and associated emissions in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days, improving access to Elysian Park and the Los Angeles State Historic Park, and providing a sustainable form of transit. Aerial rapid transit technology has the ability to overcome grade and elevation issues between LAUS and Dodger Stadium in order to provide a direct transit connection between the two locations, and provide safe, zero emission, environmentally friendly, and high-capacity transit connectivity in the Project area that would reduce GHG emissions as a result of reduced vehicular congestion in and around Dodger Stadium and on neighborhood streets, arterial roadways, and freeways. Thus, because the proposed Project's fundamental purpose is to provide a permanent transit connection to Dodger Stadium, and because aerial rapid transit technology can achieve this fundamental purpose, the objectives for the proposed Project are in compliance with CEQA, which does not restrict an agency's discretion to identify and pursue a particular project designed to meet a particular set of objectives.

Comment P148-6 If the project does somehow move forward, Design Option E should be required in order to create at least some public benefit in the form of the bridge to the State Historic Park from Broadway.

Response P148-6 As discussed in Topical Response C, Project Features, while not proposed as part of the proposed Project, the Draft EIR included as Design and Use Option E an analysis of the State Park's proposed bike and pedestrian bridge. The bridge would provide important connections for students at Cathedral High School, as well as between the park and the Chinatown, Savoy, and Solano Canyon neighborhoods to support convenient access for the community. The analysis serves to provide environmental clearance for the bike and pedestrian bridge as a benefit to the Los Angeles State Historic Park, as while the bike and pedestrian bridge was mentioned in the Los Angeles State Historic Park General Plan and studied in the State Park's Bridge Feasibility Study, the bike and pedestrian bridge was never environmentally cleared. Support for the Los Angeles State Historic Park bike and pedestrian bridge would otherwise be provided as part of the proposed Project. Accordingly, the proposed Project is furthering the bike and pedestrian bridge by providing the necessary environmental clearance and support for the bridge.

Comment Letter P149 – Daniel Liu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P149

Comment P149-1 Dear Mr. Cory Zelmer,

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

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

Sincerely,

Daniel Liu

Response P149-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P150 – Amy Hammond

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P150

Comment P150-1 Dear Mr. Cory Zelmer,

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

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

Sincerely,

Amy Hammond

Response P150-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P151 – Jodi Sklawer

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P151

Comment P151-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P151-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P152 – Carolyn Weyant

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P152**Comment P152-1 To Whom It May Concern:**

You need to think back to the McCourts' involvement with the L.A. Dodgers and how history will most likely repeat itself. The Dodger fans in all of L.A. County - and there are millions of us - will not contribute one penny to this person's ownership in such a project. Here are a few reasons why . . .

Frank McCourt not only mishandled the finances of the Dodgers, he turned the beloved franchise into the laughing stock of the sports world. Seemingly small things such as parking around the stadium became frustrating once McCourt took over the team.

He drove the once-proud franchise into the ground after years of mismanaging the team's funds, refusing to spend on key player acquisitions through free agency and trades, refusing to invest in international scouting, and tanking the farm system. He did manage to hijack the franchise to make himself filthy rich.

So was he a disaster as an owner? Absolutely. But when you consider that he financed 100% of the \$430 million he needed to complete the purchase of the team in 2004, plunged the franchise into bankruptcy by 2011, and somehow walked away with almost \$1 billion in his pocket, you can't help but admit that McCourt, is as the very least, a savvy businessman who's shrewd tactics made him an extremely wealthy man even if it meant tarnishing the Dodgers iconic brand every step of the way.

Do yourselves a favor and keep this crook out of any money-making venture which will only hurt the people and city and county of Los Angeles.

Regards,
Carolyn Weyant

Response P152-1 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P153 - Aronriti Mey

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P153

Comment P153-1 This project to build a gondola will not do anything to help the Chinatown community. It will do more harm to the community by erasing Chinese American culture.

Response P153-1 Refer to Topical Response C, Project Features, discussing the proposed Project's potential partnerships with and benefits to local businesses. The proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area. As discussed in Section 2.0, Project Description, of the Draft EIR, and Topical Response C, Project Features, the proposed Project creates a first/last mile transit link for residents and businesses within Chinatown while unifying and connecting communities through transit mobility access. This new mode of transportation will expand rider access to the regional transit system by attracting new visitors including Dodgers fans, and represents an opportunity for additional visitors along the proposed Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential partnerships that drive customers to Chinatown and other businesses along the proposed Project alignment, which, consequently, adds revenues to these small businesses in the communities the proposed Project hopes to serve.

Comment P153-2 It will further gentrify Chinatown and bring more unwanted traffic into our neighborhood; residents and business owners already have a hard time finding parking.

Response P153-2 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines

("TAG"). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project's potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified.

Comment P153-3 It will environmentally impact habitats such as Solano Canyon and the LA River...

Response P153-3 Refer to Section 3.04, Biological Resources, and Appendix E, Biological Resources Assessment, of the Draft EIR and Appendix G, Supplemental Biological Resources Report, of the Final EIR for discussion of how impacts to biological resources from construction and operations of the proposed Project would be less than significant.

Comment P153-4 ...while also displace Chinatown residents.

Response P153-4 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing.

Comment P153-5 The history of Dodger Stadium has always displaced low income and working class families; three communities in Chavez Ravine have been erased and destroyed from Los Angeles' History La Loma, Palo Verde, and Bishop. We won't let that happen to Chinatown as well!

Response P153-5 Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine.

Comment P153-6 My family has been living in this community for over 20 years and so much has been destroyed and big development companies have come in and changed the landscape of Chinatown for their own profit without giving back to the community at large.

Response P153-6 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities.

Comment P153-7 We want the money that will be spent on this gondola to be put into improving Los Angeles' transportation system and street, road, and parking infrastructure instead.

Response P153-7 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provides detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P154 - YueHan Kuang

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P154

Comment P154-1 Building a gondola over private houses makes residents afraid, always worried that accidents may happen. Who suggested building a gondola in Chinatown?

Response P154-1 Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the proposed Project's design and operations, including discussion of the safety, privacy, and operations features of the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The public input during this period led directly to changes to the proposed Project to incorporate public feedback, including changes to the proposed Project alignment to include the intermediate Chinatown/State Park Station, redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of outreach and community engagement during the Draft EIR public review period and community engagement efforts during the preparation of the Final EIR.

Comment P154-2 It would be better to build the gondola above their roofs and see if they have objections. I strongly oppose building a gondola in Chinatown.

Response P154-2 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P155 - HZ Liu Zhang

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P155

Comment P155-1 I strongly support the LA Aerial Rapid Transit project as this project will be able to solve traffic jams in Chinatown, make our business thrive, and clean up the environment. Elite Salon.

Response P155-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P156 - Chuong Zin Bo

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P156

Comment P156-1 I fully support building Aerial Rapid Transit in Chinatown. It will benefit Chinatown and help it prosper.

Response P156-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P157 - George Lui

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P157

Comment P157-1 I strongly support it. Agree. California.

Response P157-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P158 - Sher Yuek Tan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P158

Comment P158-1 I strongly support the LA Aerial Rapid Transit project. Elite Salon.

Response P158-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P159 - Huang Jing

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P159

Comment P159-1 I strongly support the LA Aerial Rapid Transit project. Elite Salon.

Response P159-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P160 - Qing HNG

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P160

Comment P160-1 I strongly support the Aerial Rapid Transit project. It will help (China) prosper. Los Angeles. California.

Response P160-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P161 - RM HU

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P161

Comment P161-1 I strongly support the Aerial Rapid Transit project. It will help (China) prosper.

Response P161-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P162 - Qui Lui

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference

Responses to P162

Comment P162-1 Support the gondola. It will serve residents and travelers of Chinatown.

Response P162-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P163 - Za Ling Zi

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P163

Comment P163-1 Chinese: Support the gondola. It will serve residents and travelers of Chinatown. Yuling Li.

Response P163-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P164 - Yi Yang

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P164

Comment P164-1 Support the gondola. It will be convenient for citizens. Yi Yang.

Response P164-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P165 - We Xiong Liu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P165

Comment P165-1 Support the gondola. It will be helpful to Chinatown. An LA citizen.

Response P165-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P166 - Rui Fang Feng

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P166

Comment P166-1 I support launching the gondola. It will help traffic and environmental protection. This is a great idea. I hope it can be launched soon. Hill Street Hair Salon.

Response P166-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P167 - Guohui Li

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P167

Comment P167-1 It is a good idea for LA to pioneer the construction of a gondola. I greatly support it. I hope it can be built soon. It will help keep traffic smooth, while improving the air quality on earth, since the gondola is powered by electricity and there will be no emissions.

Response P167-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P168 – Junyue Liang

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P168

Comment P168-1 Support Aerial Rapid Transit.

Response P168-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P169 - Annie Ma

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P169

Comment P169-1 Support Aerial Rapid Transit.

Response P169-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P170 – Jose Silva

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P170

Comment P170-1 This will benefit the communitis in the area

Great Choise

Response P170-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P171 – Kiet Tsan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P171

Comment P171-1 I love this project. I hope it can start as soon as possible.

Response P171-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P172 - Alex Diaz

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P172

Comment P172-1 It's a good thing for the fan's and not all have cars to get there and not all have cars to get there.

Response P172-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P173 - Elena

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P173

Comment P173-1 For me, it looks like a good project, less traffic, I like it because there are more traffic lights and more safety.

Response P173-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P174 - Maria Baeza

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P174

Comment P174-1 For me, it looks like a very important project, maybe for the future but not for us; however, I think it is good for our children.

Response P174-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P175 - Choo Hue Ling

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P175

Comment P175-1 I support the gondola 100 percent

Response P175-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P176 - Wences Sanchez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P176

Comment P176-1 I like the project. It is more convenient because there won't be a lot of traffic. It has happened that when a game is played, I have arrived late to work.

Response P176-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P177 - Isabel Dimas

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P177

Comment P177-1 I liked all the information because I didn't know anything about this project.

Response P177-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P178 - Araceli Morales

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P178

Comment P178-1 The information is interesting. I would like to have more information.

Response P178-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to the Draft EIR and this Final EIR for additional information about the proposed Project.

Comment Letter P179 – Disraeli Butler

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P179

Comment P179-1 Great idea to bring Los Angeles into the future, while boosting the economy and spreading diversity to connect our nation and its people.

Response P179-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P180 - Maria Alvarez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P180

Comment P180-1 I think that this project is very important. I think that it is good for the community, especially for the youth, so they can experience something else outside the project.

Response P180-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P181 – Loue Chan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P181

Comment P181-1 How long will construction be? What jobs come from this project?

Response P181-1 Refer Section 2.0, Project Description, and Appendix B, Construction Assumptions, of the Draft EIR for the proposed Project’s construction assumptions. Construction of the proposed Project is anticipated to take approximately 25 months, including construction, cable installation, and system testing. It is likely that the labor force from within the region would be sufficient to complete the majority of Project construction. Refer to Topical Response N, Environmental Justice, for discussion of how the Project Sponsor has committed to a goal of 35 percent utilization of minority business enterprises (MBE), women business enterprises (WBE), disadvantaged business enterprises (DBE), small business enterprise (SBE), disabled veteran business enterprises (DVBE), and LGBTQ-owned businesses during the proposed Project’s construction phase. The proposed Project will enter into a Project Labor Agreement and will work in coordination with the LA/OC Building and Construction Trades.

Comment Letter P182 - Amparo Cabrera

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P182

Comment P182-1 I like the project, it is a good idea. It is beneficial to the community and to youth in the future.

Response P182-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P183 - Socorro Lugo

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P183

Comment P183-1 I agree with this Gondola Project because it is beneficial to the community and to youth in the future, while bringing improvements to the city.

Response P183-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P184 – Lan To

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P184

Comment P184-1 I like your plans about development about communication and landscape

Response P184-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P185 - Sandra Sedano

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P185

Comment P185-1 The project is good if it will be free and more lights are put in the park. I like it as an improvement in the community.

Response P185-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P186 - Marta Prieto

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P186

Comment P186-1 I like this project for everybody else, but I would not ride in it.

Response P186-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P187 – Kin Tsan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P187

Comment P187-1 The project is adorable, especially it could attract tourists for our business in Chinatown.

Response P187-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P188 – Edward Elias

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P188

Comment P188-1 I try to use the Gold Line whenever I come into the Downtown of Los Angeles.

When I come to see a Dodgers Game, we have to use the Bus to get to the stadium. Which may take 20-40 mins depending on the gameday time.

The Gondola project would lower time to and from the station to the stadium.

When I drive into the stadium it takes approx. 20-30 min to get in and another 10-20 mins to find parking.

Lets not even talk about 1 hour – 2 hours to just leave the stadium.

The Gondola Project is a blessing for this 74 yr old man!

Thank you for the opportunity to express my gratitude and appreciation.

Response P188-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P189 – Edgar Ramos

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P189

Comment P189-1 I like what the gondola brings and want it to improve and connect my city.

I think it would be good to experience the city and bring in more tourism.

Response P189-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P190 - Wendy Ortiz

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P190

Comment P190-1 I love the idea for my family and me, I am looking forward to riding one of those gondolas! I say “yes.”

Response P190-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P191 - Nazario Arreola

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P191

Comment P191-1 Nazario Arreola Fregozo 323501765

I think that it is a very interesting idea and that things like this benefit the community.

Response P191-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P192 - Mariana Gomez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P192

Comment P192-1 I don't like it.

I am afraid of riding that thing.

Response P192-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P193 - Karina

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P193

Comment P193-1 Concern: what would happen if a power outage occurs due to weather conditions?

What would be the worst case scenario.

Response P193-1 Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the proposed Project's design and operations, including discussion of the safety, privacy, and operations features of the proposed Project. Refer to Section 2.0, Project Description, of the Draft EIR for a discussion of how backup power would be provided by battery storage located at each station and tower and the non-passenger junction. The battery storage system would be tested on a regular basis and would provide backup power to allow unloading of the system in the event of a power grid failure.

Comment Letter P194 – Gustavo Gonzalez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P194

Comment P194-1 *Good for environmental purposes.

*It will eliminate traffic.

Response P194-1 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Comment P194-2 Can you ride while under the influence?

Is there any security measures to ensure public safety?

Response P194-2 Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR for discussion of how the proposed Project is equipped with security features. For example, to provide added security to system passengers, each gondola cabin would have a security camera on board with a feed to the control room, as well as a “push to talk” button, which would open two-way communications with the control room. The control room would be able to address all cabins at once, or an individually selected cabin. Control room operators would have the ability to contact local security, law enforcement or other emergency response agencies as needed. Refer to Topical Response J, Gondola Design and Operations, for discussion of how the Emergency Operations Plan for the proposed Project would also include emergency response protocols and safety procedures developed in conjunction with the operator, system provider, and local authorities, and would address operational changes and communication protocols required in response to a range of potential emergencies such as a medical emergency in a cabin or in a station or a fire near the alignment. The plan would consider a wide range of scenarios for which default operational responses would be determined. In addition, the plan would include communication protocols with local authorities for further instruction and coordination.

Comment Letter P195 – Taylor Nichols

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P195

Comment P195-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P195-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P196 – Mitchell Mom

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P196

Comment P196-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P196-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P197 – Francis Hayes

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P197

Comment P197-1 Dear Mr. Cory Zelmer, I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos. Sincerely,

Frank Hayes

Response P197-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P198 – Jennifer Cuevas

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P198

Comment P198-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project (“The Gondola” at Dodger Stadium). I am a resident of CD1, work in the community, and am greatly concerned about the Gondola development that will negatively impact the neighborhood and set a precedent in the wrong direction for future developments, violating civil liberties and privacy. F

I am concerned about this project for the following reasons:

Response P198-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts. Refer to Topical Response J, Gondola Design and Operations and Section 2.0, Project Description, of the Draft EIR, for discussion of how cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views.

Comment P198-2 Built Environment:

- The Gondola Project’s enormous towers will cause aesthetic impacts in my community. I am concerned that the towers will obstruct views, and that the gondola cars will be used for advertising and electronic billboards.

Response P198-2 Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of the location and design of the Alameda Tower, Alpine Tower, and Stadium Tower. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project’s towers, which would be less than significant, and for visual simulations of the proposed Project’s towers. The Alameda Tower’s modern architectural style is evident and would complement the buildings within The California Endowment. The neutral light-tone gray color scheme of Alameda Tower was designed for consistency with the surrounding urban environment, and to not distract from visually distinct structures such as the United States Post Office Terminal Annex building. Alpine Tower would consist of a neutral light-tone gray color scheme that would provide visual lightness to the form and their design would complement the existing buildings in this area, as well as not distract from the visually distinct Chinese architecture within this area. Stadium Tower would

consist of an architectural design that provides visual lightness to the form to complement the existing buildings in this area. In addition, the neutral light-tone gray colors and material finishes of the Stadium Tower were selected to complement the surrounding urban environment, and to not distract from existing visually distinct structures, such as Dodger Stadium. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area.

Refer to Topical Response K, Signage and Lighting, for discussion of the proposed Project's signage and lighting, with additional technical detail and information provided in the Lighting Study, which is included in Appendix C, Visual Impact Assessment, of the Draft EIR. The proposed Project's Sign Concept Plan included at Appendix B of the Lighting Study provides that across the entire proposed Project, including stations, the junction, towers, and cabins, the proposed Project is proposing static signage and digital signage. The digital signage would be limited to the Alameda Station and the Dodger Stadium Station. No digital signage is proposed on the exterior of the cabins. Signage proposed for the exterior of the cabins is static non-illuminated naming rights signage. In addition to the naming rights signage, the proposed Project is proposing that two cabins be designated for the display of community programming graphics and that one cabin be designated for the display of artwork by local arts collaborators. Further, there is existing signage in the Project area, and the proposed Project signage would not substantially degrade the existing visual character or quality of public views. Instead, the proposed Project's design ensures that signage would enhance the public realm. Specifically, signage for the proposed Project would be architecturally integrated into the design of the ART system, including its stations, the junction, towers, and cabins, and would be designed consistent with applicable Metro, City, and State approval requirements.

Comment P198-3 Traffic:

- The Gondola Project's displacement of traffic onto the surrounding neighborhoods will worsen air quality impacts from tailpipe emissions in an already overburdened community...

Response P198-3 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Contrary to the comment, the Draft EIR analysis reports that the proposed Project would reduce air pollutant emissions in the area. As shown in Table 3.3-5, Maximum Mass Daily Emissions Due to Operation of the Project, of the Draft EIR, the proposed Project would result in a net reduction in criteria pollutant emissions in both 2026 (Build Out)

and 2042 (Horizon Year) by reducing vehicle miles traveled and thereby decreasing emissions compared to existing conditions. As a fixed guideway transit project, providing new high-frequency high speed transit connections between the regional transit hub of LAUS and Dodger Stadium, the proposed Project is forecast to reduce vehicle miles travelled (VMT), as game and event attendees shift their travel mode from driving to Dodger Stadium to utilizing transit on the proposed Project. As an innovative transportation project that will reduce VMT over time, the proposed Project helps advance local and state climate and transportation policies (refer to Section 3.8.4 of the Draft EIR and Table C-1 through Table C-4 provided in Appendix J, Greenhouse Gas Emissions Technical Report, of the Draft EIR for additional discussion). The operational VMT and trips for the existing, Build Out, and Horizon Year that are used to calculate these mobile emissions are presented in Table A.2-3 of Draft EIR Appendix D, Air Quality/Health Risk Assessment Technical Report.

Comment P198-4 ...The Gondola Project's will increase traffic around Chinatown and Union Station.

- This project is designed to displace traffic from Dodger Stadium and push it onto the surrounding communities. The existing traffic conditions are already difficult because of stadium events, nearby County park competing events, everyday commuters and this project will make it worse.

Response P198-4 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations.

Comment P198-5

- Historic and Cultural Resources:

The Gondola Project will impact historic and cultural resources such as the Los Angeles State Historic Park, historic Union Station, and the Pueblo de Los Angeles Historic Monument

Response P198-5 The Draft EIR fully analyzed and addressed the proposed Project’s potential impacts to cultural resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project, and Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR’s analysis concludes that all potential impacts related to historical resources would be less than significant, and all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation.

Comment P198-6 Environmental Justice:

- This project will increase the impacts of air pollution from vehicle emissions in an area already overburdened by air emissions.

Response P198-6 Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project’s ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project’s potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project’s ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Comment P198-7 Gentrification:

- This project will lead to displacement and increase the cost of rent in the area.

Response P198-7 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro’s considerations regarding gentrification and displacement.

Comment P198-8 Future development:

- This project will lead to future commercial development in Chavez Ravine, without community input and without disclosure to the community.

Response P198-8 Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro’s Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property,

for discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately following, the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment P198-9 Lack of transparency:

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

Response P198-9 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed

Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Appendix A, (Public Outreach Report), of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period.

Comment P198-10 Lack of community consultation:

- The community has been neglected and our voices have not been heard.
- No one asked us our vision for our community.
- We never asked for this project. We don't need or want this project.

Response P198-10 Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The public input during this period led directly to changes to the proposed Project to incorporate public feedback, including changes to the proposed Project alignment to include the intermediate Chinatown/State Park Station, redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P199 - Allen Mom

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P199

Comment P199-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P199-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P200

This comment number has intentionally been skipped.

Comment Letter P201 – Jay de la Torre

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P201

Comment P201-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P201-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P202 – Derrick Davis

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P202

Comment P202-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P202-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P203 – Jennifer Lee

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P203

Comment P203-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P203-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P204 – Peter Saudino

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P204

Comment P204-1 Hello, I'm a Los Angeles resident and I have some thoughts for you. I am writing to voice my opposition to the Gondola project at Dodger Stadium.

The residents in that neighborhood will hate it. It's a huge waste of time and money. And judging from the concept photos we've seen, it's just hideous.

Please don't do this.

Thanks.

Response P204-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area. The Project Sponsor would utilize local artists for site specific artwork at each station reflective of the unique neighborhood culture, and would create numerous opportunities to collaborate with and showcase local

artists, including convening stakeholder groups to coordinate on issues including utilization of local artists and identification of sites along the proposed Project alignment to showcase the work of local artists.

Comment Letter P205 – Brian Herrera

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P205

Comment P205-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P205-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P206 – Veronica L

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P206

Comment P206-1 I received an auto-reply from Mr. Zelmer's e-mail to contact you in his absence.

Aside from appearing in person, will options be provided for remote appearance via video or teleconference? If so, please provide those. I also respectfully request you include such information on the website for those of us that may not have received notice with this information.

Response P206-1 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's opportunities for public testimony during the Draft EIR public review period. During the public review period, comments on the Draft EIR could be submitted in writing via email or mail, by phone, and during the four public hearings. Comments on the Draft EIR could be submitted by email to LAART@metro.net, by mail to One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or over the phone by calling (213) 922-6913. Comments could also be submitted at each of the four public hearings. At virtual public hearings, comments could be given verbally. In light of the disruptions at the January 12, 2023, public hearing, Metro provided a fourth public hearing by way of a virtual public hearing held on February 8, 2023. Verbal comments made at the virtual February 8, 2023 public hearing were deemed timely submitted for the purposes of the Draft EIR public review period. At the two public hearings held in person, comments could be submitted either in writing on forms provided by Metro, or verbally to the court reporters who were set up at a "comment station" in the venue. Written comment forms provided instructions on how to comment on the Draft EIR in English, Spanish, and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during all four public hearings, with interpretation provided in Taishanese during the final two public hearings.

Comment Letter P207 – Nathaniel Ortiz

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P207

Comment P207-1 Hello, this message is in regards to the ART proposal.

This LAART project is severely misguided for several reasons.

First and foremost, this project is providing funding for a private enterprise. Metro already subsidizes trips to Dodger Stadium with the Dodger Stadium Express. While these trips are not necessarily the most efficient, they are a marked improvement over the LAART since they provide multiple infill stations, such as Union Station, the J Line infill station (which also connects to the Green Line), and other local connections.

Response P207-1 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders traveling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region.

Comment P207-2 Additionally, this project is much more inefficient than improving local heavy/light rail connections. Guggenheim Baseball Management should be fronting the cost for at a minimum of the construction cost of the station, as they are the only stakeholder to actually profit from this venture. As such, they should be subsidizing more efficient projects, rather than subsidizing a for profit venture that simply seeks to profit off of the taxpayers dime.

Finally, any arial transit system is inherently inferior to any current heavy or light rail alternatives due to a lack of passenger capacity.

If there are any questions regarding my statement, please contact me at the following:

Nathaniel Ortiz

Electrical Engineer

Response P207-2 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders travelling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region.

Comment Letter P208 - Peter Shek

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P208

Comment P208-1 I have heard that Metro approved for the construction of a Gondola Project to Dodgers Stadium. This is such a bad idea for reducing traffic, especially when there are shuttle bus in place already. Nowhere in the world are gondolas used in a metropolitan area to help reduce traffic. They are generally used for tourists' sightseeing purpose. I urge you to not waste money on this irrelevant project that will obviously be unlikely to resolve any traffic issues to the Dodgers Stadium. Instead, please focus on resources we already have, which are excellent bus fleets that are readily available.

Response P208-1 The proposed Project is currently in the environmental review process under CEQA and has not been approved for construction. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Section 3.03, Section 3.17, Transportation, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities.

Refer to Table 2-1, ART Precedents, in Section 2.0, Project Description, of the Draft EIR, which provides examples of gondola systems in cities around the world which serve as a feasible mode of urban rapid transit. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential and open space uses and that have brought benefits to their surrounding areas by connecting disparate neighborhoods, promoting commerce, beautifying communities, and enhancing transit system rider safety.

Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options and Section 4.0, Alternatives, of the Draft EIR, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities. Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders travelling to Dodger Stadium to have the most travel time

competitive transit trips from more locations in the region. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P209 - Peter Shek

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P209

Comment P209-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

This is a waste of money and completely irrelevant idea / proposal when there are already shuttle busses. Busses can also take at least 50 cars of the road if they are fully loaded each trip. If they are underutilized, the Metro is responsible for promoting it more like they do for new rail lines. Building a fancy gondola is not going to solve traffic problems.

Response P209-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders travelling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Section 3.03, Section 3.17, Transportation, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the

proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P210 - Jean Brandtt

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P210

Comment P210-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). It is an affront to residents and a huge expense for voters.

Response P210-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P211 - Kristen Wo

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P211

Comment P211-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P211-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P212 - Andrea Valverde

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P212

Comment P212-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Please, this is not the answer to easing traffic in the area and will cause more problems than it solves. The neighborhood does not want this.

Response P212-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Section 3.03, Section 3.17, Transportation, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park.

Comment Letter P213 - Manori Sumanasinghe

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P213

Comment P213-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P213-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P213-2 The Gondola Project's enormous towers will cause aesthetic impacts in my community. We finally have a beautiful natural environment in Chinatown that is safe for our children and the elderly. I am concerned that the towers will obstruct views, and that the gondola cars will be used for advertising and electronic billboards.

Response P213-2 Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of the location and design of the Alameda Tower, Alpine Tower, and Stadium Tower. Refer to Appendix F, Memo on Structural Engineering, of the Final EIR, for discussion of the structural design of the proposed Project's towers. As discussed therein, the towers would "meet the rigorous safety standards of applicable standards, requirements, and building codes, including all mandated standards addressing environmental factors such as wind and seismic effects and gravity forces, including all impacts from the height and tilt of the structures, to ensure structural integrity and safety." Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project's towers, which would be less than significant, and for visual simulations of the proposed Project's towers. The Alameda Tower's modern architectural style is evident and would complement the buildings within The California Endowment. The neutral light-tone gray color scheme of Alameda Tower was designed for consistency with the surrounding urban environment, and to not distract from visually distinct structures such as the United States Post Office Terminal Annex building. Alpine Tower would consist of a neutral light-tone gray color scheme that would provide visual lightness to the form and their design would complement the existing buildings in this area, as well as not distract from the visually distinct Chinese architecture within this area. Stadium Tower would consist of an architectural design that provides visual lightness to the form to complement the existing buildings in this area. In addition, the neutral light-tone gray colors and material finishes of the Stadium Tower was selected to complement the surrounding urban environment, and to not distract from existing visually distinct structures, such as Dodger Stadium. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed

Project would be designed to complement and reflect the unique character of the surrounding area.

Refer to Topical Response K, Signage and Lighting, for discussion of the proposed Project's signage and lighting, with additional technical detail and information provided in the Lighting Study, which is included in Appendix C, Visual Impact Assessment, of the Draft EIR. The proposed Project's Sign Concept Plan included at Appendix B of the Lighting Study provides that across the entire proposed Project, including stations, the junction, towers, and cabins, the proposed Project is proposing static signage and digital signage. The digital signage would be limited to the Alameda Station and the Dodger Stadium Station. No digital signage is proposed on the exterior of the cabins. Signage proposed for the exterior of the cabins is static non-illuminated naming rights signage. In addition to the naming rights signage, the proposed Project is proposing that two cabins be designated for the display of community programming graphics and that one cabin be designated for the display of artwork by local arts collaborators. Further, there is existing signage in the Project area, and the proposed Project signage would not substantially degrade the existing visual character or quality of public views. Instead, the proposed Project's design ensures that signage would enhance the public realm. Specifically, signage for the proposed Project would be architecturally integrated into the design of the system, including its stations, the junction, towers, and cabins, and would be designed consistent with applicable Metro, City, and State approval requirements.

Comment P213-3 The Gondola Project's will increase traffic around Chinatown and Union Station. This project is designed to displace traffic from Dodger Stadium and push it onto the surrounding communities. The existing traffic conditions are already difficult because of unmanaged traffic during game days in the immediate neighborhood and this project will make it worse. We've had to wait 10-15 minutes to get to our parking lot at Blossom Plaza by the Metro station during game days due to traffic congestion. This is going to make things worse.

Response P213-3 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. The proposed Project would improve mobility and accessibility for the region by connecting LAUS to Dodger Stadium via an aerial gondola system, including an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. Given the capacity of this system, and the ridership forecasts of the proposed Project, approximately 20 percent of the fans could take aerial transit

connected to Metro’s regional transit system. This would reduce traffic volumes destined to Dodger Stadium on neighborhood streets, arterial roadways, and freeways during game and special event days, thereby reducing VMT and GHG emissions. Accordingly, the proposed Project would result in air quality benefits to the surrounding communities. The lifetime emissions of the proposed Project over its useful life would be a reduction of 166,653 MT CO₂e. The lifetime VMT reduction of the proposed Project would be a reduction of 129,629,500 VMT. Emissions are decreased through reducing vehicle miles travelled. The proposed Project would result in a net reduction in criteria pollutant emissions by reducing vehicle miles travelled. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project’s stations.

Comment P213-4 There is also lack of transparency from the Metro. There is a clear lack of community consultation: The community has been neglected and our voices have not been heard. No one asked us our vision for our community. We live AND work in Chinatown. Our voices need to be heard.

Please stop this project and ask us what we want. There is clearly a better way to do this.

Response P213-4 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project’s public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project’s scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in

the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro’s website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, and Appendix A, Scoping Report, of the Draft EIR, for discussion of the proposed Project team’s outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project’s features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Refer to Topical Response C, Project Features, for discussion of the potential added benefits from the proposed Project, including coordination with identified stakeholder groups.

Comment Letter P214 - Reagan McClymonds

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P214

Comment P214-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project (“The Gondola” at Dodger Stadium).

These were my comments on Urbanize LA relative to an update on the project. I stand by them 3 months later. The public/City of LA/MTA are being sold a bill of goods.

Response P214-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. This comment also provides a general introduction to the comments raised in this letter. Responses to the comments contained in this letter are provided below in Responses P214-2 to P214-6.

Comment P214-2 I am not a homeowner and have no skin in the Chinatown game. I am, however, able to do basic math and do not get distracted by shiny objects.

Response P214-2 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P214-3 1) Proposed Car Capacity is 30 per car (see link below). 5,000/hour means 30 people are loaded and moving every 20 seconds. No way. If one counts two-way traffic, we now have 2,500/hour capacity going one way which is all that matters in this circumstance (and that requires 40 second headways which is likely a gaping stretch too). That's borderline fraudulent advertising since:

Response P214-3 Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of how the proposed Project would carry up to approximately 5,000 passengers per hour per direction (pphpd). The cabins would move at an approximate speed of 13.4 miles per hour with headways of approximately 23 seconds, which represents the time between cabins arriving at a station. As one hour consists of 3,600 seconds, approximately 156.5 cabins would arrive every hour (3,600 seconds / 23 seconds). The proposed Project's Tricable Detachable Gondola system (“3S”) cabins typically carry between 30 to 40 passengers each, depending on the exact configuration of seating and cabin amenities selected. At a capacity of 35 passengers per cabin, at 156.5 cabins per hour, 5,478 passengers would arrive at each station per hour (35 passengers per cabin x 156.5 cabins per hour). Given that the same headway applies in each direction, the

total, calculated system capacity is therefore 5,478 pphpd. To account for variations in the exact configuration of seating and cabin amenities, as well as operational considerations (including, for example, fewer than 35 people boarding a cabin or cabins being either slowed or stopped in the station for boarding purposes), the proposed Project has included an approximately 10 percent reduction in capacity from 5,478 pphpd to 5,000 pphpd.

Comment P214-4 2) People do not go to Dodger Stadium after the game is over and people generally don't leave before it ends (certainly innings 1-6, let's say). That means the real capacity is 2,500/hour which still requires believing 40-second headways, which I do not.

Response P214-4 Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of how the proposed Project would carry up to approximately 5,000 passengers per hour per direction (pphpd). The cabins would move at an approximate speed of 13.4 miles per hour with headways of approximately 23 seconds, which represents the time between cabins arriving at a station.

Comment P214-5 3) But even if one still has faith in 2,500/hour capacity, to get utility out of that number means 1,250 have to arrive 30 minutes before the game and 1,250 have to leave 30 minutes after the game. That will not sit well with fans over long term.

Response P214-5 Refer to Response P214-4 for discussion of how the proposed Project would carry up to approximately 5,000 passengers per hour per direction (pphpd). Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project's ridership model which is based on extensive data sources and assumptions validated by data, and the management of queuing at stations, and pre-game and post-game transportation.

Comment P214-6 That is an ineffective transit solution for an edifice with a capacity of 55,000 holding time sensitive events. And this gondola only gets one to Union Station where riders are still facing painful train/car commutes to get home at 10-11 PM on most nights.

As a measure of comparison, an NYC subway could transport 2,500 people in less than 10 minutes.

Add it all up and this is a total failure in waiting. But it might have nice views of downtown.

Response P214-6 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but

there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of post-game transportation.

Comment Letter P215 - Thomas Britt

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P215

Comment P215-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). The unsightly towers will cause aesthetic impacts in my community. I am concerned that the towers will obstruct views, and that the gondola cars will be used for advertising and electronic billboards.

Response P215-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of the location and design of the Alameda Tower, Alpine Tower, and Stadium Tower. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project's towers, which would be less than significant, and for visual simulations of the proposed Project's towers. The Alameda Tower's modern architectural style is evident and would complement the buildings within The California Endowment. The neutral light-tone gray color scheme of Alameda Tower was designed for consistency with the surrounding urban environment, and to not distract from visually distinct structures such as the United States Post Office Terminal Annex building. Alpine Tower would consist of a neutral light-tone gray color scheme that would provide visual lightness to the form and their design would complement the existing buildings in this area, as well as not distract from the visually distinct Chinese architecture within this area. Stadium Tower would consist of an architectural design that provides visual lightness to the form to complement the existing buildings in this area. In addition, the neutral light-tone gray colors and material finishes of the Stadium Tower was selected to complement the surrounding urban environment, and to not distract from existing visually distinct structures, such as Dodger Stadium.

Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area. Refer to Topical Response K, Signage and Lighting, for discussion of the proposed Project's signage and lighting, with additional technical detail and information provided in the Lighting Study, which is included in Appendix C, Visual Impact Assessment, of the Draft EIR. The proposed Project's Sign Concept Plan included at Appendix B of the Lighting Study provides that across the entire proposed Project, including stations, the junction, towers, and cabins, the proposed Project is proposing static signage and digital signage. The digital signage would be limited to the Alameda Station and the Dodger Stadium Station. No digital signage is proposed on the exterior of the cabins. Signage proposed for the exterior of the cabins is static non-illuminated naming rights signage. In addition to

the naming rights signage, the proposed Project is proposing that two cabins be designated for the display of community programming graphics and that one cabin be designated for the display of artwork by local arts collaborators. Further, there is existing signage in the Project area, and the proposed Project signage would not substantially degrade the existing visual character or quality of public views. Instead, the proposed Project's design ensures that signage would enhance the public realm. Specifically, signage for the proposed Project would be architecturally integrated into the design of the system, including its stations, the junction, towers, and cabins, and would be designed consistent with applicable Metro, City, and State approval requirements.

Comment P215-2 The Gondola Project's displacement of traffic onto the surrounding neighborhoods will worsen air quality impacts from tailpipe emissions in an already overburdened community.

Response P215-2 Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. The proposed Project would improve mobility and accessibility for the region by connecting LAUS to Dodger Stadium via an aerial gondola system, including an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. Given the capacity of this system, and the ridership forecasts of the proposed Project, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce traffic volumes destined to Dodger Stadium on neighborhood streets, arterial roadways, and freeways during game and special event days, thereby reducing VMT and GHG emissions. Accordingly, the proposed Project would result in air quality benefits to the surrounding communities. The lifetime emissions of the proposed Project over its useful life would be a reduction of 166,653 MT CO₂e. The lifetime VMT reduction of the proposed Project would be a reduction

of 129,629,500 VMT. Emissions are decreased through reducing vehicle miles travelled. The proposed Project would result in a net reduction in criteria pollutant emissions by reducing vehicle miles travelled.

Comment P215-3 Also, this project will lead to displacement and increase the cost of rent in the area.

Response P215-3 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro’s considerations regarding gentrification and displacement.

Comment P215-4 More importantly, I am objecting to the lack of transparency on this project. Metro went forward with this project without an open public process and without competitive bidding. I don’t understand the ownership or operation of the project because the details have been hidden from the community. Who is paying for this project? Will taxpayers be left holding the bag? The community has been neglected and our voices have not been heard. No one asked us our vision for our community. We never asked for this project. We don’t need or want this project. Stop bowing down to the uber-wealthy class and listen to the citizens of this city for once.

Response P215-4 This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro’s sole source determination for the proposed Project. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project’s public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project’s public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project’s scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom

webinar. Project materials and information were provided at both the in-person meetings and on Metro’s website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project’s capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project’s capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, and Appendix A, Scoping Report, of the Draft EIR, for discussion of the proposed Project team’s outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project’s features to enhance and provide additional benefits to the surrounding communities. Refer to Topical Response C, Project Features, for discussion of the proposed Project’s features to enhance and provide additional benefits to the surrounding communities, including coordination with identified stakeholder groups.

Comment Letter P216 - Hayley Marcus

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P216

Comment P216-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P216-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P217 - Nancy Hoven

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P217

Comment P217-1 As a resident of the greater community surrounding Dodger Stadium and Echo Park, I wish to express serious concerns about the proposed gondola project between Union Station and Dodger Stadium.

Response P217-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P217-2 First, I feel there has been insufficient public input and a real lack of communication with community stakeholders. We will have to live with the daily burdens placed upon neighborhoods if this project is completed. This may include increased traffic, parking problems, and pollution generated by the project; the visual impact of the towers; and possible displacement of residents and/or businesses. Frankly, since this project seems to have been jump-started without sufficient communication with the communities, it is unclear what all of the potential impacts will be.

Response P217-2 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice.

Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of how the proposed

Project would operate at zero emissions, with the electrical power for the proposed Project supplied by the City of Los Angeles Department of Water and Power (LADWP) through the utility's Green Power Program, pursuant to GHG-PDF-A.

Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines ("TAG"). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project's potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified.

Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project's towers, which would be less than significant, and for visual simulations of the proposed Project's towers.

Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing. Refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project would not displace businesses and represents an opportunity for additional visitors along the proposed Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential partnerships that drive customers to businesses along the alignment, which, consequently, adds revenues to these small businesses in the communities the proposed Project hopes to serve. Refer to Topical Response C, Project Features, for discussion of how during construction, the Project Sponsor would create a Business and Community Support Program to assist local businesses affected by proposed Project construction activities. The proposed Project would provide numerous benefits to local businesses in El Pueblo, Chinatown, and other areas along the proposed Project alignment, including through potential partnerships with these businesses as well as by providing an accessible and affordable mobility option for employees and area residents.

Comment P217-3 Second, as a former municipal employee who has had to follow standard procedures for open bidding for contracts, I don't understand why Metro has not followed this procedure. Did the investors simply negotiate with Metro without due public process or without conforming with typical governmental process for such projects? Does the public know how much this will cost and how much of that burden will be placed upon taxpayers? How much will the developers of this project contribute and how much will they gain in profit? All unanswered questions, which is unacceptable.

Response P217-3 This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P217-4 Finally, is this really a necessary project when existing Metro transportation services are not working at the highest level of performance, safety, and cleanliness? More people on a daily basis would choose to use public transportation if it were more reliable, frequent, cleaner, and most importantly, safer. I have transportation options and used to use Metro quite frequently, but now it seems so unsafe and unclean, that I seldom use it. Others, with fewer options, are compelled to use public transportation for work or other activities. I think it's unfair to "indulge" Dodger fans and tourists with an expensive, novelty form of transportation, while others are just trying to live their lives of work, school, shopping, and recreation often on limited incomes. I don't think the majority of Metro users can afford \$30 a ride.

Response P217-4 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for discussion of how the proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P217-5 I strongly urge you to reflect on your commitment to provide accessible, affordable, and safe transportation to ALL the residents that Metro serves, not special projects proposed by investors and for the benefit for a relatively small sector of the total metro population.

Response P217-5 Refer to Topical Response A, SB 44, for discussion of how the proposed Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents,

workers, park users, and visitors to Los Angeles. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P218 - Ann Dorsey

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P218

Comment P218-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium) for the following reasons:

Response P218-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Responses to comments contained in this letter are provided in Responses P218-2 through P218-7.

Comment P218-2 Built Environment:

The Gondola Project's enormous towers will cause aesthetic impacts in the community such as the obstruction of views and the gondola cars being used for advertising and electronic billboards.

Response P218-2 Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of the location and design of the Alameda Tower, Alpine Tower, and Stadium Tower. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project's towers, which would be less than significant, and for visual simulations of the proposed Project's towers. The Alameda Tower's modern architectural style is evident and would complement the buildings within The California Endowment. The neutral light-tone gray color scheme of Alameda Tower was designed for consistency with the surrounding urban environment, and to not distract from visually distinct structures such as the United States Post Office Terminal Annex building. Alpine Tower would consist of a neutral light-tone gray color scheme that would provide visual lightness to the form and their design would complement the existing buildings in this area, as well as not distract from the visually distinct Chinese architecture within this area. Stadium Tower would consist of an architectural design that provides visual lightness to the form to complement the existing buildings in this area. In addition, the neutral light-tone gray colors and material finishes of the Stadium Tower was selected to complement the surrounding urban environment, and to not distract from existing visually distinct structures, such as Dodger Stadium. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area. Refer to Topical Response K, Signage and Lighting, for discussion of the proposed Project's signage and lighting, with additional technical detail and information provided in the Lighting Study, which is included in Appendix C, Visual Impact Assessment, of the Draft EIR. The proposed Project's Sign Concept Plan included at

Appendix B of the Lighting Study provides that across the entire proposed Project, including stations, the junction, towers, and cabins, the proposed Project is proposing static signage and digital signage. The digital signage would be limited to the Alameda Station and the Dodger Stadium Station. No digital signage is proposed on the exterior of the cabins. Signage proposed for the exterior of the cabins is static non-illuminated naming rights signage. In addition to the naming rights signage, the proposed Project is proposing that two cabins be designated for the display of community programming graphics and that one cabin be designated for the display of artwork by local arts collaborators. Further, there is existing signage in the Project area, and the proposed Project signage would not substantially degrade the existing visual character or quality of public views. Instead, the proposed Project's design ensures that signage would enhance the public realm. Specifically, signage for the proposed Project would be architecturally integrated into the design of the system, including its stations, the junction, towers, and cabins, and would be designed consistent with applicable Metro, City, and State approval requirements.

Comment P218-3 Traffic:

The Gondola Project's will increase traffic around Chinatown and Union Station because it is designed to displace traffic from Dodger Stadium and push it onto the surrounding communities. The existing traffic conditions are already difficult because of air quality impacts from tailpipe emissions and this project will make it worse.

Response P218-3 Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. The proposed Project would improve mobility and accessibility for the region by connecting Los Angeles Union Station (LAUS) to Dodger Stadium via an aerial gondola system, including an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections

to the venue. Given the capacity of this system, and the ridership forecasts of the proposed Project, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce traffic volumes destined to Dodger Stadium on neighborhood streets, arterial roadways, and freeways during game and special event days, thereby reducing VMT and GHG emissions. Accordingly, the proposed Project would result in air quality benefits to the surrounding communities. The lifetime emissions of the proposed Project over its useful life would be a reduction of 166,653 MT CO₂e. The lifetime VMT reduction of the proposed Project would be a reduction of 129,629,500 VMT. Emissions are decreased through reducing vehicle miles travelled. The proposed Project would result in a net reduction in criteria pollutant emissions by reducing vehicle miles travelled.

Comment P218-4 Historic and Cultural Resources:

The Gondola Project will impact historic and cultural resources such as the Los Angeles State Historic Park, historic Union Station, and the Pueblo de Los Angeles Historic Monument.

Response P218-4 The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to cultural resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project, and Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR), of the Draft EIR. As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant, and all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation.

Comment P218-5 Gentrification:

This project will lead to displacement and increase the cost of rent in the area.

Response P218-5 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement.

Comment P218-6 Future development:

This project will lead to future commercial development in Chavez Ravine, without community input and without disclosure to the community.

Response P218-6 Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property,

for discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period.

Comment P218-7 Lack of transparency:

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

Response P218-7 This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P219 - Janna Wheeler

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P219

Comment P219-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P219-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P220 - Kate Wolf

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P220

Comment P220-1 I am writing to voice my strong opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). Chavez Ravine is already a much contested site in LA's history. As I'm sure you're aware, the construction of Dodger Stadium displaced many generations of families who were promised affordable housing that never came to be. This is a shameful aspect of LA's past that has never been fully addressed or repaired. Building the Gondola project would only add insult to injury.

Response P220-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice, how the proposed Project supports Metro's goal of prioritizing equity opportunities, and is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment. The public outreach for the proposed Project was designed with environmental justice principles in mind, and the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety, and how the proposed Project is designed to be ADA compliant. The Draft EIR analyzed the proposed Project's consistency with General Plan policies related to environmental justice, and the proposed Project is consistent with General Plan policies related to environmental justice, including by reinforcing or encouraging the establishment of strong pedestrian orientation in the surrounding communities and facilitating multi-modal access to and from the stations with pedestrian network improvements, and by ensure quality pedestrian access by facilitating multi-modal access to and from the stations with pedestrian network improvements.

Comment P220-2 As a resident of Northeast Los Angeles, I have watched Chinatown slowly hollow out in the last decade-and at an alarming rate ever since the pandemic. The once lively, unique, and ethnically diverse neighborhood has more and more empty storefronts and, unfortunately, more and more horror stories of displacement, particularly of senior citizens from their homes. It's hard to see how the Gondola will do anything to redress these sad developments or make the lives of longtime residents better. It stands to only further fracture the neighborhood and increase pollution, gentrification, and traffic while making a historic area of Los Angeles much uglier

(which may seem like a shallow complaint, but I assure you, it's not. Everyone deserves to live in a beautiful neighborhood and unsightly infrastructure is often only foisted on the less affluent--see the history of LA's freeways.) Meanwhile, I believe the people who really stand to benefit from the Gondola's construction are the owners of the Dodgers and of Dodger Stadium.

Response P220-2 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area. The Project Sponsor would convene stakeholder groups to identify unique ways to use the proposed Project to provide additional interpretation of the adjacent neighborhood culture and history, particularly aimed at a diverse visitor community. In addition, the proposed Project would provide numerous benefits to local businesses in El Pueblo, Chinatown, and other areas along the proposed Project alignment, including through potential partnerships with these businesses as well as by providing an accessible and affordable mobility option for employees and area residents. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P220-3 In this day and age, when the city is in such disarray and homelessness is surging yet again, should we really be acting in favor of the already super-abundantly wealthy? I urge you to put the whole city's wellbeing at stake and deny this project. We can no longer change the damning history of Chavez Ravine, but you have the choice, and the power, to change its future.

Response P220-3 Refer to Response P220-1 for discussion of how the Draft EIR addresses environmental justice. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment Letter P221 - Polonia

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P221

Comment P221-1 Subject: No to McCourt's project

Response P221-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P222 - Jean Brandt

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P222

Comment P222-1 1. NO gondola. It is an affront to residents and a huge expense to voters.

Response P222-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P223 – Paul Newman

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P223

Comment P223-1 Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project (“The Gondola” at Dodger Stadium). I fail to see the need for it and once again feel like the McCourt family has been allowed to inflict their selfish agenda on the city.

Paul Newman

paulvnewman@gmail.com

220 So Irving Blvd

Los Angeles, California 90004

Response P223-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P224 – Lance Paris

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P224

Comment P224-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P224-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P225 – Elizabeth Codiga

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P225

Comment P225-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I am a 74 year old Los Angeles homeowner who frequents Chinatown and relies on access to the Historic State Park. I have watched the park grow and become more beautiful with each passing season. It provides me with a lovely, safe place to walk, and I see how the workers strive to continually maintain and develop the area. The park has been a perfect place to teach my grandsons, 6 and 8 years old, the wonders of urban nature and provides a great space for them to practice skateboarding and bike riding. The Gondola Project will greatly diminish the entire area, to benefit only a few with all the negatives we already face in much of LA; traffic, pollution, parking, noise and visual ugliness.

Response P225-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, for discussion of the footprint of the proposed Project in the Los Angeles State Historic Park. With the small footprint of the proposed Project's Chinatown/ State Park Station, and the required clearances and the height at which the cabins would cross over the Park, the ability to use the vast majority of the Park would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of users to continue at the Park. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts, including to Los Angeles State Historic Park.

Comment P225-2 Chinatown, often ignored by the rest of Los Angeles, is an important historical community that would be horribly affected by the Gondola. The residents and business owners don't deserve this without at least greater community input. The Park and its surrounding neighborhood belong to the people and to history.

Response P225-2 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Refer also to Topical Response C, Project Features, for discussion of the

potential added benefits from the proposed Project, including potential partnerships with and benefits to local businesses in Chinatown.

Comment Letter P226 – Nelson Abreu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P226

Comment P226-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I live and work in Chinatown/Lincoln Heights. This "gondola" project is not what would come out of an RFI or university study on alleviating transportation issues related with Dodger Stadium.

Response P226-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P227 – Mary Koetting

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P227

Comment P227-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P227-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P228 – Catherine Wu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P228

Comment P228-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

As the daughter of a proud Chinatown business owner of nearly 30 years, I grew up supporting local businesses and hold many past and present community members close to my heart. I strongly oppose "The Gondola" project because it does not serve or represent us:

Response P228-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including for businesses in Chinatown.

Comment P228-2 (1) The structure will disrupt the skyline and ruin the aesthetic of the Los Angeles State Historic Park. I remember anticipating the opening of this park as a kid, and it would be a shame for "The Gondola" to impact this gem.

Response P228-2 Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant, including at the Park. Regarding scenic vistas, as analyzed in the Draft EIR, there are no designated scenic vistas present in the area of potential impact. However, the Project area provides views that are considered scenic by certain viewers, including views of the downtown Los Angeles skyline, LAUS, El Pueblo, Los Angeles State Historic Park, Arroyo Seco Parkway, Dodger Stadium, and the mountains that make up the Transverse Ranges, including the San Gabriel and San Bernardino Mountains. Specifically, as it pertains to Los Angeles State Historic Park, the open views of the Park, as well as the view of the downtown Los Angeles skyline, make the Park "visually memorable." As discussed in Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, views considered to be scenic locally would not be substantially impacted. In addition, while views from the Park toward the surrounding existing urban landscape exhibit various visual values, and the proposed Project would not substantially impact these views as shown in the simulated views. Therefore, the proposed Project would not block any designated scenic views, alter a designated scenic area, or block panoramic views, and impacts to scenic or panoramic views would be less than significant.

Comment P228-3 (a) I worry that gondola cars will be plastered with advertising and ruin one of the few green spaces in the community.

Response P228-3 Refer to Topical Response K, Signage and Lighting, for discussion of the proposed Project's signage and lighting, with additional technical detail and information provided in the Lighting Study, which is included in Appendix C, Visual Impact Assessment, of the Draft EIR. No digital signage is proposed on the exterior of the cabins. Signage proposed for the exterior of the cabins is static non-illuminated naming rights signage. In addition to the naming rights signage, the proposed Project is proposing that two cabins be designated for the display of community programming graphics and that one cabin be designated for the display of artwork by local arts collaborators. The proposed Project's design ensures that signage would enhance the public realm, and signage would be architecturally integrated into the design of the system, including its cabins, and would be designed consistent with applicable Metro, City, and State approval requirements.

Comment P228-4 (b) Having gondola cars fly so close overhead is unsettling and dangerous. I am concerned park goers will be deterred by the large, shadowy cars, the increased noise, and the potential debris fallout. This would detract from the tranquility of the park and would make the park appear unsanitary, thereby hurting businesses at the resident farmer's market.

Response P228-4 As shown in Figure 5-2 of the Draft EIR, more than 30 of the park's 32 acres are not beneath the proposed Project's alignment. ANSI B77.1 requires the following vertical clearances: vehicles – five feet; vegetation or terrain – five feet; at-grade where pedestrians are present – eight feet; buildings – five feet; and roadways or railways – to be determined with the authority having jurisdiction. The proposed Project's vertical clearance to the bottom of the cabins would range from 26 to 53 feet with an average of approximately 40 feet from ground level over the park. Given these required clearances and the height at which the cabins would travel over the Los Angeles State Historic Park, it will continue to be possible for most events to take place both under the majority of the alignment within the park and adjacent to the alignment. Use of more than 30 of the park's 32 acres for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. Refer to Response P228-2 for discussion of the aesthetic impacts of the proposed Project to the Park, which would be less than significant. As detailed in Section 3.13, Noise, and Appendix

M, Noise and Vibration Technical Report, of the Draft EIR, operational noise impacts, including cabins, would be less than significant. As discussed in Section 2.0, Project Description, of the Draft EIR, cabins would feature a ventilation system and sealed windows for viewing purposes, which, for security reasons, would not open. Any small ventilation panels that would be provided as a feature of the proposed Project cabins would be screened to prevent the tossing of debris from cabins. Refer to Topical Response C, Project Features, discussing the proposed Project's potential partnerships with and benefits to local businesses. As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project creates a first/last mile transit link for residents and businesses along the proposed Project alignment while unifying and connecting communities through transit mobility access. This new mode of transportation will expand rider access to the regional transit system by attracting new visitors including Dodgers fans, and represents an opportunity for additional visitors along the proposed Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential partnerships that drive customers to businesses along the alignment, which, consequently, adds revenues to these small businesses in the communities the proposed Project hopes to serve.

Comment P228-5 (2) This project was pushed forward behind closed doors. Why was there an absence of open public process and competitive bidding? Who is paying for this project? These unanswered questions give the impression of corruption/collusion favoring private interests—public good should be the only goal. The lack of community engagement for this project just adds insult to injury.

Response P228-5 This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, and Appendix A, Scoping Report, of the Draft EIR, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and

the proposed Project’s features to enhance and provide additional benefits to the surrounding communities.

Comment P228-6 (3) The design of the structure further reinforces community erasure. The generic silver building does not reflect the rich, cultural diversity and history of the community. Instead, the architecture mirrors the “modern” apartment buildings that are already gentrifying the area. We don’t want or need another symbol of gentrification, and this project would only displace more vulnerable residents and hike up rent prices.

Response P228-6 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro’s considerations regarding gentrification and displacement. Refer to Topical Response C, Project Features, for discussion of the proposed Project’s features to enhance and provide additional benefits to the surrounding communities, including each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area, which would be discussed with identified stakeholder groups.

Comment P228-7 (4) Our community deserves clean air and environmental justice. This project will redirect and increase traffic in the area, which worsens noise and air pollution. Residents already suffer disproportionately from tailpipe emissions; don’t overburden us with even more.

Response P228-7 Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project’s ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project’s potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project’s stations. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project’s ability to reduce vehicular travel, to

improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Contrary to the comment, the proposed Project would reduce air pollutant emissions in the area. As shown in Table 3.3-5, Maximum Mass Daily Emissions Due to Operation of the Project, and discussed in Section 3.3.4 of the Draft EIR, the proposed Project would result in a net reduction in criteria pollutant emissions in both 2026 (Build Out) and 2042 (Horizon Year) by reducing vehicle miles travelled and thereby decreasing emissions compared to existing conditions. As a fixed guideway transit project, providing new high-frequency high speed transit connections between the regional transit hub of LAUS and Dodger Stadium, the proposed Project is forecast to reduce vehicle miles travelled (VMT), as game and event attendees shift their travel mode from driving to Dodger Stadium to utilizing transit on the proposed Project. As an innovative transportation project that will reduce VMT over time, the proposed Project helps advance local and state climate and transportation policies (refer to Section 3.8.4 of the Draft EIR and Table C-1 through Table C-4 provided in Appendix J, Greenhouse Gas Emissions Technical Report, of the Draft EIR for additional discussion). Refer to Section 3.3.4 of the Draft EIR, and Table A.2-3 of Appendix D, Air Quality/Health Risk Assessment Technical Report, of the Draft EIR for the operational VMT and trips for the existing, Build Out, and Horizon Year that are used to calculate these mobile emissions.

Comment P228-8 I urge you to cancel the Los Angeles Aerial Rapid Transit Project. The potential for harm overshadows any benefit.

Thank you for your time.

I am a visitor and supporter of the community, family member of workers in the community, and an outdoor educator and ecologist.

Response P228-8 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P229 - Emily Moncata

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P229

Comment P229-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I live in the neighborhood of Angelino Heights, so I am familiar with the traffic and congestion that occurs, especially around Sunset/Douglas in the lead up to Dodgers games and stadium events (the bottom of our lovely hill!). That being said, I still am opposed to this project, because the research does not adequately demonstrate that the disruption, fanfare, and purpose of this project will meaningfully reduce congestion in the neighborhood, and benefit the greater public good.

Response P229-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the proposed Community Access Plan. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion

of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities.

Comment P229-2 Furthermore, this is not a community serving project. As it stands, there is no rail connectivity in the neighborhoods of Echo Park and Silverlake. Instead of a community serving transportation project that could connect residents to major transport hubs through innovative public infrastructure, this gondola serves one purpose and one purpose only: to whisk tourists into the hills of Elysian park to attend major sporting events at Dodgers Stadium. It reminds me a bit of Angels Flight, or what the Roosevelt Island Gondola has become in New York– it operates as a spectacle more than it serves an actual, urgent transport need. And when the projects LA Metro can take on are supposedly so limited by resources, I don't think this is where residents want to see a priority investment made. Even in the 50 year transport plans, there remains little connectivity for these neighborhoods. Is this really where we want to prioritize an investment? It may be in the neighborhood, but it's not for the neighborhood.

Response P229-2 Refer to Response 229-1 for an overview of the need for the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Refer to Section 2.01, Overview of the Project, of the

Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the proposed Community Access Plan. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential and open space uses. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P229-3 And it doesn't even make a meaningful dent in the congestion problem it claims to address. Next, on every tourist to-do guide will be a must-see trip on the Dodgers stadium gondola. But for actual residents of the city, this billionaire passion project has little day-to-day relevancy. There is nothing else up in that parking lot besides Dodgers Stadium. There is no plan for public infrastructure that could bring those people to public gathering places and hiking trails in Elysian Park, no way for residents who, of course, do not live in the parking lot of a major MLB stadium, to access shops and grocery stores, link up to major train stations, and access by rail a greater map of the city. It's very clear who this project is for, and it's embarrassing to call this a public transportation project, when it so clearly serves a private sector. I really hope LA Metro can acknowledge the limited relevancy of this passion project, and can fulfill its duty to the public good, and invest in smart, sustainable, community-serving public transportation with connectivity and far-reaching IMPACT that Los Angeles so desperately needs.

Response P229-3 Refer to Response 229-2 for an overview of the need for the proposed Project. The proposed Project provides access between the Dodger Stadium property, the surrounding communities, including Chinatown, Mission Junction, Elysian Park, and Solano Canyon, and the Los Angeles State Historic Park, to the regional transit system accessible at LAUS. The proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. The proposed Project would provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first/last mile multi-modal

options at the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station. Compared to the Metro L Line (Gold), accessible at the Chinatown Station, the proposed Project's Chinatown/State Park Station would be closer to the Los Angeles State Historic Park, the shorter headways would result in more frequent service, and the travel time would be less. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities.

Comment Letter P230 - Bert Glatstein

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P230

Comment P230-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). The level of either incompetence or corruption leading to this project is mind boggling. How can city officials reaches deal with serial bankrupttee McCourt? This is obviously a precursor to development of a retail/recreation site in the Dodgers Stadium parking lot. Yet there has been no provision for an EIR. an absolute boondoggle

Response P230-1 This comment indicating opposition to the proposed Project is noted and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. Accordingly, the Draft EIR analyzes the whole of this action, as well as reasonably foreseeable potential environmental impacts resulting from this action. CEQA does not require extensive detail beyond that needed for evaluation and review of the proposed Project's environmental impact. (See, e.g., CEQA Guidelines § 15124.) The Draft EIR provided sufficient information in order for the public and decision makers to meaningfully evaluate the proposed Project's potential environmental impacts. CEQA does not require "a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters" and lead agencies are not required to "provide all information requested by reviewers." (Id., § 15204.) The Draft EIR includes 7,877 pages of detailed analysis from experts in their respective fields, intended to provide the public and decision makers the information that they need to meaningfully consider the proposed Project's potential environmental impacts, as well as a shorter executive summary that explains the analysis and conclusions in clean and simple language. Accordingly, the Draft EIR more than adequately complies with CEQA's requirements for a Draft EIR.

Comment Letter P231 – Jamie Patterson

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P231

Comment P231-1 First off, WHO ASKED FOR THIS? Literally NO one in the community wants this stupid Gondola and this won't actually do anything to help dodger traffic. I lived on sunset blvd for years and though I was priced out of Echo Park, I still work there and NOTHING about this project will do anything actually help the community.

Response P231-1 Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P231-2 HOW hell did Metro approve this this far? This idea should've been laughed out of consideration and it's appalling I even have to write a letter to you opposing this.

Response P231-2 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P231-3 Consider this my formal opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium) and please PLEASE don't waste Los Angeles money on such a stupid pointless idea that will negatively affect the entire community around Dodger stadium and help only Frank McCourt. There's also no way this will actually take 3,000 cars off the road during dodger season. And why destroy the neighborhood, subject elderly folks homes to a gondola whizzing by their windows of their home nonstop during games for...a stupid gondola? Cue Simpsons Monorail jingle.

Response P231-3 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 3.17, Transportation, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P232 – Jane O’Neill

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P232

Comment P232-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P232-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P233 – Laurel Randolph

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P233

Comment P233-1 Hello. I am a Los Angeles resident and I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

I have major concerns about the impact on traffic, historical sites, and commercial development in the area. There's been a total lack of transparency that's deeply concerning as well.

Response P233-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.17, Transportation, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel. The Draft EIR addressed historical resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix G, Historical Resources Technical Report of the Draft EIR. Refer to Section 3.17, Transportation, and Section 3.11, Land Use and Planning, of the Draft EIR, for discussion of how multimodal access—for both local and emergency response—to local businesses, neighborhoods, LAUS, and the Los Angeles State Historic Park would be maintained throughout construction of the proposed Project, and disruptions to local businesses would be minimized. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public comment during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion.

Comment P233-2 I do not believe this is an effective use of time and money, and will only further gentrification. LA Metro should serve the better good of the people of Los Angeles, and a flashy, pointless project like this is not the way to do it. Thank you.

Response P233-2 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P234 – Jill Stevens

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P234

Comment P234-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

I am a resident of Los Angeles and concerned about this project that seemed to be pushed through while the community has been neglected and our voices have not been heard.

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

Response P234-1 Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements.

This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project.

Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be

sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P234-2 Dodger Stadium was already stolen from the residents of Chavez Ravine, and this project only continues that legacy. Ultimately leading to future commercial development in Chavez Ravine, without community input and without disclosure to the community. Sound familiar ?

Response P234-2 Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro’s Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project’s public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period.

Comment Letter P235 – Dorothy Braudy

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P235

Comment P235-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). The voices of regular citizens should be involved in such a drastic decision. Studies of the impact should be made public and published in the LATimes. PLEASE let's don't have another Chavez Ravine or Bruce's Beach.

Response P235-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The public input during this period led directly to changes to the proposed Project to incorporate public feedback, including changes to the proposed Project alignment to include the intermediate Chinatown/State Park Station, redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of outreach and community engagement during the Draft EIR public review period and community engagement efforts during the preparation of the Final EIR. The Draft EIR includes 7,877 pages of detailed analysis from experts in their respective fields, intended to provide the public and decision makers the information that they need to meaningfully consider the proposed Project's potential environmental impacts, as well as a shorter executive summary that explains the analysis and conclusions in clean and simple language. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of how electronic copies of the Draft EIR are and have been available on Metro's project website and the proposed Project's SB 44 website since the Draft EIR was released on October 17, 2022. Hard copies of the Draft EIR were also available at three City libraries in the Project area (Central Library, Chinatown Branch Library, and Cypress Branch Library) and Metro Headquarters' Dorothy Peyton Gray Library, and at the in-person public meetings during the Draft EIR public review period. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine.

Comment Letter P236 - Max Maslansky

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P236

Comment P236-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). It will do nothing to mitigate traffic or very little and only increase safety concerns and exacerbate gentrification of this area.

Response P236-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/ Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of how comparable urban aerial transit systems have been shown to reduce violent crime in nearby areas. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the safety features of the proposed Project. In addition to statistical studies, residents of cities with aerial transit systems have reported a greater sense of security when riding aerial transit relative to other modes of public transportation.

With respect to concerns of gentrification, Refer to Topical Response E: The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement.

Comment Letter P237 – Julie Williams

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P237

Comment P237-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). This project has not had proper community input, it is a tourist attraction that provides little or no benefit to the community and will invade residents privacy and lessen their quality of life.

Response P237-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefit to the surrounding community. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Topical Response J, Gondola Design and Operations and Section 2.0, Project Description, of the Draft EIR, for discussion of how cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views.

Comment P237-2 The project will not lessen traffic or improve air quality in any significant way.

Response P237-2 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's

ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. The lifetime emissions of the proposed Project over its useful life would be a reduction of 166,653 MT CO₂e. The lifetime VMT reduction of the proposed Project would be a reduction of 129,629,500 VMT. Emissions are decreased through reducing vehicle miles travelled. The proposed Project would result in a net reduction in criteria pollutant emissions by reducing vehicle miles travelled.

Comment P237-3 I live near by and ride my bike through Chinatown. I have seen the gentrification and displacement of local residents over the years and it seem to me this is another vanity project by a wealthy developer at the expense of the local community.

Response P237-3 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro’s considerations regarding gentrification and displacement. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P237-4 Frank McCourt would never allow a Gondola to be built over his house! Please take more time and listen to the community. The city needs real workable solutions to amusement rides.

Response P237-4 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical C, Project Features, for discussion of the proposed Project team’s outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project’s features to enhance and provide additional benefit to the surrounding community. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P238 – Aristotle Acevedo

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P238

Comment P238-1 I'm writing to give my opinion on the proposed aerial rapid transit gondola. I understand the need to alleviate traffic around Dodger stadium but I think this is the wrong way to go. I think it will be an eye sore and ruin the beautiful views of the city we already have. I think it will also be a safety hazard in the event of an earthquake or other emergency inside or around the gondolas. Please do not approve this plan!

Response P238-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area. The Project Sponsor would utilize local artists for site specific artwork at each station reflective of the unique neighborhood culture, and would create numerous opportunities to collaborate with and showcase local artists, including convening stakeholder groups to coordinate on issues including utilization of local artists and identification of sites along the proposed Project alignment to showcase the work of local artists. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, for discussion of how the proposed Project would be equipped with security features and the Emergency Operations Plan for the proposed Project would include emergency response protocols and safety

procedures developed in conjunction with the operator, system provider, and local authorities. Refer to Section 3.07, Geology and Soils, and Appendix I, Geotechnical Document in Support of the Environmental Impact Report, of the Draft EIR for discussion of how the structural design of the proposed Project's stations, junction, and towers would meet the rigorous safety standards of applicable standards, requirements, and building codes, including all mandated standards addressing environmental factors such as wind and seismic effects and gravity forces, including all impacts from the height and tilt of the structures, to ensure structural integrity and safety, and the proposed Project would adhere to its Emergency Operations Plan which would include emergency response protocols and state that in the event of a major earthquake the system would be fully evacuated and shut down, and would not operate.

Comment Letter P239 – Kama Hayes

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P239

Comment P239-1 Hello - I want to voice a strong opposition of this Gondola Project.

Response P239-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P239-2 First of all, this would destroy views to an already compromised area of Union Station and Pueblo de Los Angeles. This is one of the oldest and most historic areas of Los Angeles and should not be altered any further. It's bad enough that the hideous apt building took over part of the Union Station lot Secondly, this area has become very dangerous and is highly populated with homeless and has not been given any extra security.

Response P239-2 The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to historic resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant. Refer to Section 3.5.4, Environmental Impacts, of the Draft EIR for a discussion outlining the proposed Project's potential construction and operational impacts to historic resources within the vicinity of the proposed Alameda Station, including the Los Angeles Union Station Passenger Terminal and Grounds and the Los Angeles Plaza Historic District (referred to as El Pueblo, and comprised of 29 resources within its boundaries, including the Avila Adobe and The Winery), the El Grito mural, and the Los Angeles Terminal Annex Post Office. As discussed in Section 3.5.4, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant, and all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the proposed Project's design and operations, including discussion of the safety, privacy, and operations features of the proposed Project.

Comment P239-3 Thirdly, this project just isn't necessary and would be very costly and would have a negative impact on the area during construction and for the long term future. Not only that, it has such a finite use and Dodger Stadium isn't even open for games but for part of the year. WHY? This project is a total joke and there are far bigger traffic concerns in a ton of other parts of Los Angeles.

Vote NO on the Gondola Project!!

Response P239-3 Refer to Section 2.0, Project Description, and Appendix B, Construction Assumptions, of the Draft EIR, for discussion of the construction of the proposed Project. As summarized in the Executive Summary of the Draft EIR, the proposed Project would have less than significant impacts related to construction with the exception of Noise and Vibration (human annoyance). Refer to Section 3.17, Transportation, of the Draft EIR, for discussion of the proposed Project's maintenance of local and emergency access during construction. Refer to Topical Response C, Project Features, for discussion of the Business and Community Support during construction. As summarized in the Executive Summary of the Draft EIR, impacts related to operations of the proposed Project would be less than significant. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Section 3.17, Transportation, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel.

Comment Letter P240 – Christian Arana

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P240

Comment P240-1 I am a resident of the City of Los Angeles, and a lifelong Dodger fan. I am also firmly opposed to the construction of the Dodger Stadium Gondola.

Response P240-1 This comment indicating opposition to the Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P240-2 To start, the Gondola Project was never a community priority. As a city that prioritizes the input of its neighbors, this stands in opposition to the values we espouse as a city.

Response P240-2 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment P240-3 Second, I am deeply concerned about the unintended consequences this Gondola will bring to the neighborhood. Already local residents are dealing with traffic congestion and high rents, and bringing an unwanted attraction to the neighborhood will further exacerbate these problems.

Response P240-3 The proposed Project’s ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gases through reduced vehicular travel are discussed in Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR. The proposed Project would improve mobility and accessibility for the region by connecting LAUS to Dodger Stadium via an aerial gondola system, including an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. Given the capacity of this system, approximately 20 percent of the fans could take aerial transit connected to Metro’s regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days, thereby reducing VMT and GHG emissions. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project’s stations. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro’s considerations regarding gentrification and displacement. Refer to Topical Response C, Project Features, for discussion of the proposed Project’s features to enhance and provide additional benefits to the surrounding communities including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P240-4 Third, the Gondola Project will impact historic and cultural resources such as the Los Angeles State Historic Park, historic Union Station, and the Pueblo de Los Angeles Historic Monument.

Response P240-4 The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to cultural resources including the Los Angeles State Historic Park, LAUS, and El Pueblo in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project, and Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant, and all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation.

Comment P240-5 Finally, if the problem is that Dodger games cause way too much traffic, and that this Gondola is a solution, then that is wrong thinking. For instance, I commute from the San Fernando Valley all the way to Union Station to take the Dodger Express Bus. If such a bus existed in the San Fernando Valley, perhaps be even based at the North Hollywood or Universal Metro Stations, then I am confident that many Dodger fans in the Valley would choose to use this transportation over driving into the Stadium. Think of how many cars we'd remove from the roads if that was an option.

Response P240-5 Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders traveling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region. As discussed in Topical Response H, a system of buses from numerous remote locations throughout the Los Angeles region to and from Dodger Stadium events would require a substantial increase in the number of buses which, similar to expanding the fleet for an expanded Dodger Stadium Express service, would result in a fleet of buses that would either be underutilized most of the time or regular Metro bus service that utilizes these vehicles would be disrupted every time a Dodger game or event at the stadium is held. Such a service would also incur substantial costs in paid time and mileage for driving empty buses out to the remote locations before a game and back from the remote locations after a game and paid idle time during

the game. Buses from a variety of remote locations would also need to travel in rush hour congestion to get to Dodger Stadium. With limited regional facilities that provide bus only lanes that these services could utilize, they would not materially improve transit travel time compared with driving. For example, the current Dodger Stadium Express service from South Bay serves a broad area of southern Los Angeles County at stations spread across eight miles, is free, and travels on a priority lane within the I-110 freeway median for most of its trip, but the South Bay Dodger Stadium Express carried an average of only 415 passengers per game in 2019, which is substantially lower than the ridership of 1,895 riders per game on the LAUS Dodger Stadium Express.

Comment Letter P241 – Dylan Sittig

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P241

Comment P241-1 I am writing to express my concern about the LAART project and the environmental impacts that it will have on the community and the City.

While the Environmental Impact Report (EIR) brings to light certain impacts of the project on the environment, the simple fact is that the negative impacts of this project go beyond the scope of an EIR and California Environmental Quality Act review (public funding, privacy concerns, etc.). The EIR lays out the potential for significant and unavoidable impacts and relies on questionable mitigation measures to attempt to address significant impacts.

There is no way that the undefined potential benefits of this program would possibly outweigh the clear and obvious negative environmental and societal impacts associated with the construction and operation of the Project. I urge you to halt this program as soon as possible.

The Project is not community serving and does nothing to enhance mobility for existing Chinatown residents. Ample public transit service between Union Station and Chinatown already exists in the form of numerous Metro Buses, multiple DASH buses, the Gold / L Line, and it is a very short walk. In no instance will the non-game day head ways be more efficient than many of these other pre-existing transit options.

There will be negative impacts to the efforts to increase the Union Station Alameda forecourt. Having an obtrusive tram station will detract from the pedestrian realm and is antithetical to the type of street activation that is desired near Olvera Street and along Alameda Street.

Additional exploration of the Transportation Systems Management Alternative should be further explored. The project objectives were too narrowly defined in a way that doesn't truly serve the needs of the people of the City of Los Angeles, or the residents of Chinatown.

If the project does somehow moveforward, Design Option E should be required in order to create at least some public benefit in the form of the bridge to the State Historic Park from Broadway.

Response P241-1 This is a duplicate of Comment P148-1. Refer to Response P148-1.

Comment Letter P242 – Aaron Y.

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P242

Comment P242-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P242-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P243 – Daniel Samiljan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P243

Comment P243-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). Literally no one wants this.

Response P243-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process.

Comment Letter P244 – William Campbell

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P244

Comment P244-1 As a community stakeholder, frequent visitor to Los Angeles State Historic Park and a lifelong Angeleno and Dodgers fan I am opposed to the Los Angeles Aerial Rapid Transit Project (aka "The Gondola" at Dodger Stadium). I am concerned about this project for the following reasons:

Response P244-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. This comment provides a general introduction to the comments raised in this letter. Responses to the comments contained in this letter are provided below in Responses P244-2 through P244-5.

Comment P244-2 The Gondola Project's towers will cause aesthetic impacts in my community by obstructing views, and the gondola cars will no doubt be used for all manner of advertising. Additionally, the project will open the region around it to the potential for unchecked development that could end up displacing longtime residents and changing the character of these long-standing neighborhoods.

Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of the location and design of the Alameda Tower, Alpine Tower, and Stadium Tower. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project's towers, which would be less than significant, and for visual simulations of the proposed Project's towers. The Alameda Tower's modern architectural style is evident and would complement the buildings within The California Endowment. The neutral light-tone gray color scheme of Alameda Tower was designed for consistency with the surrounding urban environment, and to not distract from visually distinct structures such as the United States Post Office Terminal Annex building. Alpine Tower would consist of a neutral light-tone gray color scheme that would provide visual lightness to the form and their design would complement the existing buildings in this area, as well as not distract from the visually distinct Chinese architecture within this area. Stadium Tower would consist of an architectural design that provides visual lightness to the form to complement the existing buildings in this area. In addition, the neutral light-tone gray colors and material finishes of the Stadium Tower was selected to complement the surrounding urban environment, and to not distract from existing visually distinct structures, such as Dodger Stadium. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area.

Refer to Topical Response K, Signage and Lighting, for discussion of the proposed Project's Sign Concept Plan. No digital signage is proposed on the exterior of the cabins. Signage proposed for the exterior of the cabins is static non-illuminated naming rights signage. In addition to the naming rights signage, the proposed Project is proposing that two cabins be designated for the display of community programming graphics and that one cabin be designated for the display of artwork by local arts collaborators. Further, there is existing signage in the Project area, and the proposed Project signage would not substantially degrade the existing visual character or quality of public views. Instead, the proposed Project's design ensures that signage would enhance the public realm. Specifically, signage for the proposed Project would be architecturally integrated into the design of the system, including its cabins, and would be designed consistent with applicable Metro, City, and State approval requirements.

Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing.

Comment P244-3 The Gondola Project will not reduce traffic but instead will simply displace it from Dodger Stadium into and around Chinatown and Union Station, making already difficult traffic conditions worse and further compromising air quality for the area residents and park visitors.

Response P244-3 Refer to Section 3.03, Air Quality, Section 3.8, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. The proposed Project would improve mobility and accessibility for the region by connecting LAUS to Dodger Stadium via an aerial gondola system, including an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. Given the capacity of this system, and the ridership forecasts of the proposed Project, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce traffic volumes destined to Dodger Stadium on neighborhood streets, arterial roadways, and freeways during game and special event days, thereby reducing VMT and GHG emissions. Accordingly, the proposed Project would result in air quality benefits to the surrounding communities. The lifetime emissions of the proposed Project over its useful life would be a reduction of 166,653 MT CO₂e. The lifetime VMT reduction of the proposed Project would be a reduction of 129,629,500 VMT. Emissions are decreased through reducing vehicle miles travelled. The proposed Project would

result in a net reduction in criteria pollutant emissions by reducing vehicle miles travelled. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft, and recommended the proposed Project work with Metro to identify a transit partnership to further encourage proposed Project riders to take transit, walk, or bike to the proposed Project’s stations.

Comment P244-4 The lack of transparency involved in the development of this project is infuriating. Metro appears to have moved forward without an open public process and without competitive bidding, leaving the appearance of an apparent disdain Metro has for the the communities that will be directly impacted on a variety of levels.

Response P244-4 This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro’s sole source determination for the proposed Project. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project’s scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The public input during this period led directly to changes to the proposed Project to incorporate public feedback, including changes to the proposed Project alignment to include the intermediate Chinatown/State Park Station, redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of outreach and community engagement during the Draft EIR public review period and community engagement efforts during the preparation of the Final EIR. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro’s website in English, Spanish, Chinese (Traditional), and

Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment P244-5 By and large the communities don't want this project. Show me one community stakeholder who asked for it -- besides Frank McCourt. And his connection to the community only involves how much money he can make at their expense.

Response P244-5 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P245 – Nicholas De Dominic

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P245

Comment P245-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P245-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P246 – Tyler Tharp

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P246

Comment P246-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

Response P246-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment P246-2 The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Response P246-2 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P247 – Andrew Mueth

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P247

Comment P247-1 I'm a resident of Echo Park 90026 and a Dodger fan and I'm writing to express my opposition to the LA ART gondola plan in its current form. Gondolas are fun, taking public transit is fun and an essential part of LA's future, and the gondola is a way to increase Metro ridership and visibility.

Response P247-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P247-2 - Will the gondola generate revenue to improve metro services across Los Angeles, or will it fuel profits for Frank McCourt's private company?

Response P247-2 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P247-3 - Will the Dodger Express bus remain operational? If the Dodgers want to "get cars off the street" as a recent article said was the goal, why is Metro not fighting instead for permanent bus-only lanes on Sunset along the Dodger Express route? And why is it not working with scooter rental companies to paint scooter lanes and allow use of zero-emission motorized scooters on Dodger property? Or building MetroBike docks and increasing the number of pedal-assist e-bike docks at the stadium?

Response P247-3 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Funding sources for Dodger Stadium Express are not known beyond the 2023 season, but the proposed Project would not preclude the continued operation

of the Dodger Stadium Express, which would provide further transit capacity to Dodger Stadium. Despite the slower travel time, some riders may prefer to continue riding the service. The opportunities for more mobility choices through improved connections to additional public transit options created by the proposed Project are projected to increase the number of attendees of games or events at Dodger Stadium to ride public transportation. The proposed Project would also not preclude the implementation of any of the additional mobility options described in the comment. Making bus only lanes permanent or all day, and painting scooter lanes, would be subject to the approval and implementation by the City of Los Angeles who own street right of way.

Comment P247-4 - As Metro continues building a citywide transit network, why does the gondola have so few connections to the rest of the Metro network? This is an expensive project for something that will only be used 62 days a year for a few hours around gametime.

Response P247-4 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park.

Comment P247-5 I fully support Metro's efforts to increase transit ridership to and from Dodger games, but I cannot support this plan until these concerns are addressed.

Response P247-5 As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project will expand rider access to the regional transit system by attracting new visitors including Dodgers fans, and represents an opportunity for additional visitors along the proposed Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential partnerships that drive customers to Chinatown and other businesses along the proposed Project

alignment, which, consequently, adds revenues to these small businesses in the communities the proposed Project hopes to serve. Refer to Responses P247-2 through P247-4 for discussion of the purpose of and need for the proposed Project.

Comment P247-6 Instead of creating a new, untested transit method, why not make less expensive infrastructure improvements to increase the use of transportation options for which there is already proven demand? Most importantly, as someone who took the Red line to work for years, why would Metro not want any new Dodger-related plans to increase their revenues, instead of allowing a private company to edge in on your turf? Have a backbone! Don't bow to billionaires!

Response P247-6 Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P248 – Jules Cote

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P248

Comment P248-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project. I am concerned about this project for the following reasons: The Gondola Project will impact historic and cultural resources such as the Los Angeles State Historic Park, historic Union Station, and the Pueblo de Los Angeles Historic Monument. The gondola will increase the impacts of air pollution from vehicle emissions in an area already overburdened by air emissions. And the project will lead to displacement and increase the cost of rent in the area.

Response P248-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to cultural resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project, and Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant, and all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement.

Comment Letter P249 – Sophie Li

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P249

Comment P249-1 Hope this email finds you well.

This is Sophie Li, a reporter with The Epoch Times.

I am writing a story about the Dodger Stadium gondola project that LA Metro is working on. Do you have any press pictures that we can use for the gondola?

Please let me know at your earliest convenience. If you can get back to me by 3 p.m. today, it'll be much appreciated.

Thank you!

Response P249-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P250 - Kate Wolf

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P250

Comment P250-1 Hi, I'm a community member and I wrote a letter to Corey Zelmer but I also wanted to just leave a message voicing my opposition to the gondola project. I can't make it to the public hearing on Thursday. But I just wanted to say that I live in Northeast LA. I don't see any positive benefit to this gondola project for the people that actually live in these neighborhoods. It seems to just benefit the owner of the Dodgers and the owner of Dodger stadium. And I think it sounds like a really disruptive project, environmentally hazardous. It sounds like it would also pull the thread apart of the Chinatown neighborhood and the most historic district of Los Angeles even more. And add to the kind of blight that is surrounding that area now. And I just, I think, that the people who live in the neighborhood, their, their quality of life should be put first. And I don't think this project will, you know, increase that quality of life and that's why I am voicing my strong, strong opposition to it. And I hope that Metro will not go ahead with this project. My name is Kate Wolf, and no need to call back. But please mark my opposition. [phone number given] I live in Highland Park, 90002 is my zip code. Thank you.

Response P250-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefit to the surrounding community. Refer to Section 3.09, Hazards and Hazardous Materials, of the Draft EIR for discussion of how the proposed project would have less than significant impacts related to hazards and hazardous materials. Draft EIR fully analyzed and addressed the proposed Project's potential impacts to historic resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant.

Comment Letter P251 – Sarajo Frieden

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P251

Comment P251-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). The Gondola Project will have detrimental impacts on the historic and cultural resources such as the Los Angeles State Historic Park, historic Union Station, and the Pueblo de Los Angeles Historic Monument. Regarding environmental impacts, this project will increase the impacts of air pollution from vehicle emissions. These areas already are overburdened by air emissions. This project will also lead to increased rental costs and therefore displacement for those in our communities who can't afford the increases.

Response P251-1 The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to cultural resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project, and Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant, and all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement.

Comment Letter P252 – Bob Vanderet

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P252

Comment P252-1 With all due respect, this project appears to me to be an incredible waste of public resources for what is essentially a private venture - the Los Angeles Dodgers. i am a huge Dodger fan myself. But the taxpayers shouldn't be footing the bill to make it easier for baseball fans to attend games. Seriously, this needs to be jettisoned now.

Response P252-1 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project and Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P253 – Tom Williams

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P253

Comment P253-1 Project description, assessments, and alternatives considerations are totally inadequate and incomplete and without engineering and construction considerations and descriptions. Many references mention future studies, engineering, and designs to be done before construction, but all such would be without public review and comments and thereby not in compliance with CEQA.

Response P253-1 This comment is noted and will be provided to the decision makers for review and consideration. This is a duplicate of Comment GO18-1. Refer to Response GO18-1.

Comment P253-2 Although Goals/Purposes and Objectives are required for a DEIR, this DEIR provides vague and ambiguous descriptions and totally inadequate development of the Project, its objectives, and its alternatives and their numerical/quantified comparisons. Thus, the discussion of alternatives and Project and their numerical/quantified comparisons are totally inadequate.

Response P253-2 This comment is noted for the record and will be provided to the decision makers for review and consideration. This is a duplicate of Comment GO18-2. Refer to Response GO18-2.

Comment P253-3 Although directly related to the DEIR descriptions and assessments, the DEIR does not even minimally use/mention the LA City Department of City Planning database, ZIMAS, which must be fully incorporated if the Project is to be placed within the City of Los Angeles. As no Memorandum of Understanding or Agreement between the sponsor, Metro, and City of Los Angeles is provided or even mentioned, this absence is understandable avoidance, but renders the DEIR unacceptable, incomplete, and inadequate.

Response P253-3 This comment is noted and will be provided to the decision makers for review and consideration. This is a duplicate of Comment GO18-3. Refer to Response GO18-3.

Comment P253-4 Without an adequate and complete DEIR, alternatives to the proposed Project cannot be adequately formed and compared. Thereby the consideration of alternative cannot be considered adequate nor complete, but should include ZE/NG buses and dedicated bus lanes and perhaps with congestion pricing for DTLA and the Project site.

For detailed comments see attached, including pertinent identified portions of the DEIR with highlighted issues of the current texts for the specific comments.

Response P253-4 This comment is noted and will be provided to the decision makers for review and consideration. This is a duplicate of Comment GO18-4. Refer to Response GO18-4.

Comment Letter P254 – Gloria Ramirez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P254

Comment P254-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I'm a resident of this community and a Dodger fan. The Gondola Project's enormous towers will cause aesthetic impacts in my community. I am concerned that the towers will obstruct views, and that the gondola cars will be used for advertising and electronic billboards. This project will lead to displacement and increase the cost of rent in the area. We never asked for this project and we don't want this project.

Response P254-1 Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project's towers, which would be less than significant, and for visual simulations of the proposed Project's towers. The Alameda Tower's modern architectural style is evident and would complement the buildings within The California Endowment. The neutral light-tone gray color scheme of Alameda Tower was designed for consistency with the surrounding urban environment, and to not distract from visually distinct structures such as the United States Post Office Terminal Annex building. Alpine Tower would consist of a neutral light-tone gray color scheme that would provide visual lightness to the form and their design would complement the existing buildings in this area, as well as not distract from the visually distinct Chinese architecture within this area. Stadium Tower would consist of an architectural design that provides visual lightness to the form to complement the existing buildings in this area. In addition, the neutral light-tone gray colors and material finishes of the Stadium Tower was selected to complement the surrounding urban environment, and to not distract from existing visually distinct structures, such as Dodger Stadium. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area. Refer to Topical Response K, Signage and Lighting. No digital signage is proposed on the exterior of the cabins. Refer to Topical Response E, the Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities.

Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process.

Comment Letter P255 – Melissa Arechiga

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P255

Comment P255-1 My name is Melissa Arechiga and I stand here before you as a representative of the surviving families that were violently evicted from Palo Verde, La Loma, and Bishop three Mexican indigenous communities that were destroyed to build Dodger Stadium. I am here today opposing the gondola project from Union Station to Dodger Stadium. Well, this may be exciting to some it is a sign of change and change that is not inclusive to all specific people of color. The Dodger corporation and the city of Los Angeles have a long partnership together working to destroy and exploit communities of color. The gondola represents gentrification the destruction of not only our communities but the environment and our beloved wildlife. The gondola project is no different than the deal that was made to take away our family's generational wealth by destroying our three communities to build Dodger Stadium. The Dodgers and the Los Angeles City council set to build the gondola in the middle of our communities and this would only benefit the Los Angeles Dodgers. Our residences and small business owners will suffer with this so-called revitalization project which is a code word in communities of color as gentrification a long time term that leaves are most vulnerable community members displaced with no benefit. The history between the Los Angeles Dodgers and the Los Angeles City council has left our city in worse condition from the deal in the 1950s when our homes in our three communities were destroyed and the lies that were told to the public about building public housing today leave us with the current issues of our houseless and affordability crisis that affects us all today. It is a win-win for the Dodgers and has been since Black Friday, May 8 1959 when our three communities were bulldozed and our families drugged out. It is time to put a stop to the Dodge corporation exploiting the people of Los Angeles. I strongly urge that everyone in the public and all elected officials oppose this project as it will have damaging effects that will last from generation to generation.

Response P255-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice, how the proposed Project supports Metro's goal of prioritizing equity opportunities, is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment, how the public outreach for the proposed Project was designed with environmental justice

principles in mind, how the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety, and how the proposed Project is designed to be ADA compliant. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Section 3.04, Biological Resources, and Appendix E, Biological Resources Assessment, of the Draft EIR and Appendix G, Supplemental Biological Resources Report, of the Final EIR for discussion of how the proposed Project would not have a significant impact on biological resources.

Comment Letter P256 – Carol Ng

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P256

Comment P256-1 Although I agree with the idea of a non-polluting means of getting people to Dodger Stadium, I don't believe the Gondola Project is the answer.

Response P256-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Comment P256-2 1) The Gondola idea was generated by former Dodger's owner, Frank McCourt. McCourt still owns the property around the stadium and benefits from the parking receipts. He probably thought of the Gondola Project as another way to earn more money. Currently, parking for drive up cars is \$30. If one obtains a pre-game parking ticket, it costs \$25. Although no Gondola fare amount has been set, it's rumored it will be about \$5 less than the above fees or about \$20. Of course by the time the project is completed, who knows how much the parking fee will be?

Response P256-2 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P256-3 2) The project will include towers and cables and a station at the stadium. The towers will cross Chinatown and other buildings and residences. This could displace some residents and provide unsightly views for others. This would qualify as a "not in my backyard" situation.

Response P256-3 Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of the location and design of the Alameda Tower, Alpine Tower, and Stadium Tower. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for

discussion of the aesthetic impacts of the proposed Project's towers, which would be less than significant, and for visual simulations of the proposed Project's towers. The Alameda Tower's modern architectural style is evident and would complement the buildings within The California Endowment. The neutral light-tone gray color scheme of Alameda Tower was designed for consistency with the surrounding urban environment, and to not distract from visually distinct structures such as the United States Post Office Terminal Annex building. Alpine Tower would consist of a neutral light-tone gray color scheme that would provide visual lightness to the form and their design would complement the existing buildings in this area, as well as not distract from the visually distinct Chinese architecture within this area. Stadium Tower would consist of an architectural design that provides visual lightness to the form to complement the existing buildings in this area. In addition, the neutral light-tone gray colors and material finishes of the Stadium Tower were selected to complement the surrounding urban environment, and to not distract from existing visually distinct structures, such as Dodger Stadium. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing.

Comment P256-4 3) Dodger Stadium is located in Elysian Park, a large, relatively under-developed open-space providing walking/hiking areas and sports and recreation venues. It is host to wildlife that would be disturbed and displaced by the construction and operation of the Gondolas. It could disrupt the airspace of the birds.

Response P256-4 As discussed in Section 5.0, Corrections and Additions, of the Final EIR, access to Elysian Park, the City's second largest park, comprising 575 acres, would be provided through a mobility hub at Dodger Stadium Station, where passengers would be able to access a suite of first/last mile multi-modal options, such as a bike share program. Refer to Section 3.04, Biological Resources, and Appendix E, Biological Resources Assessment, of the Draft EIR, and Appendix G, Supplemental Biological Resources Report, of this Final EIR, for discussion of how the risk of avian collisions with the cables or components of the proposed Project is less than significant. Design features of the proposed Project (e.g., the lack of shield wires, the inclusion of slack carriers, presence of moving gondola cabins, and vinyl window film) are likely to reduce the risk of avian collisions in comparison to transmission lines.

Comment P256-5 4) The promoters try to cite the Gondola Project as a functional benefit for the city. Instead, it will merely be a tourist attraction that will become a destination, much like the Hollywood sign. Others hope it will be in operation in time for the Olympics. They also try to say this will provide transportation for the local residents, but don't

mention having additional stops or stations along the route. Would it require the residents to hike into the stadium station? Or take a Metro bus up to the stadium?

Response P256-5 In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the proposed Community Access Plan. Refer to Section 2.0, Project Description, for a discussion of the proposed Project alignment, which would commence adjacent to LAUS and El Pueblo and terminate at Dodger Stadium, with an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Accordingly, the proposed Project would include three stations. Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of how the proposed Project's intermediate Chinatown/State Park Station near the southernmost entrance to the Los Angeles State Historic Park would be located within a short walk to many Chinatown businesses and Metro's L Line (Gold), creating a stronger connection with the Metro L Line and enhancing transit access to the Los Angeles State Historic Park, Mission Junction, William Mead Homes, and the Los Angeles River. Compared to the Metro L Line (Gold), accessible at the Chinatown Station, the proposed Project's Chinatown/State Park Station would be closer to the Los Angeles State Historic Park, the shorter headways would result in more frequent service, and the travel time would be less. The proposed Project would provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first/last mile multi-modal options at the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station.

Comment P256-6 5) Although the promoters tout the fare amount as less than driving into the stadium, most people go with their friends and family. If they're driving, they can share the parking cost. If they're taking the Gondola, they would each have to pay the fare! In addition, most people will drive to Union Station where they would pay the \$6 parking fee. This practice would not "add up" and would not save vehicle emissions. If they take public transportation to Union Station, that would be an additional cost. If it's a night game, will Metro keep all of their lines running late to accommodate the Gondola fans?

Response P256-6 The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report,

Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project's ridership model which is based on extensive data sources and assumptions validated by data, and the management of queueing at stations, and pre-game and post-game transportation. The Project Sponsor would coordinate potential improvements to late night service with Metro, Metrolink, and other transit service providers.

Comment P256-7 6) I was once at the Palm Springs tram and I went back down to the station while a friend I came with stayed at the top a little longer. Well, she and her toddler son got on the tram and, about half-way down, it stopped. It turns out the brakes failed and they had to stop it for repairs. They hung there in a crowded car for as long as it took for the needed parts to be picked up and flown to the top in a helicopter and the repairs made. What emergency plans will this project have in case of a mechanical failure? Will there be a means of evacuating the passengers or will they have to hang there indefinitely?

Response P256-7 Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR for discussion of how the proposed Project is unlikely to become inoperable due to a system malfunction given the system's design redundancies, regular maintenance, and backup battery power. The Emergency Operations Plan for the proposed Project would include emergency response protocols and safety procedures developed in conjunction with the operator, system provider, and local authorities. The plan would address operational changes and communication protocols required in response to a range of potential emergencies such as a medical emergency in a cabin or in a station or a fire near the alignment. The plan would consider a wide range of scenarios for which default operational responses would be determined. In addition, the plan would include communication protocols with local authorities for further instruction and coordination. The plan would also address the unlikely scenario where the system cannot be moved to unload passengers normally at stations. The robust design, periodic and preventative maintenance, and equipment redundancies are intended to minimize this scenario. However, the plan would include procedures to evacuate passengers directly from cabins, if needed.

Comment P256-8 I believe this project was conceived not as a convenience for fans or a benefit for the city, but as a money-making venture for the McCourts and the others who have joined them. This project is not a good idea and will not benefit the people of Los Angeles. Please register my objection to the Gondola Project.

Response P256-8 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and

accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding community, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment Letter P257 – Mary Livesay

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P257

Comment P257-1 My name is Mary Livesay and I work in downtown Los Angeles and I am writing to voice my strong opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

My concerns are surrounding lack of transparency and the increased traffic that will result from this project.

Response P257-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately after the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings. Refer to Section 3.17, Transportation, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel.

Comment P257-2 From my understanding, Metro went forward with this project without an open public process and without competitive bidding. I don't understand the ownership or operation of the project because the details have been hidden from the community. Who is paying for this project?

Response P257-2 This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro’s sole source determination for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project’s capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project’s capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P257-3 The other thing that worries me about the Gondola Project is the increase traffic that will occur around Chinatown and Union Station. As someone who commutes to downtown LA and walks from Union Station to work I already experience the high-volume of traffic and sometimes erratic and unsafe driving that results from this traffic. Increased traffic will pose a greater danger to pedestrians and make LA and even more unfriendly city to those who walk since project is designed to displace traffic from Dodger Stadium and push it onto the surrounding communities.

Thank you for your consideration of my comments,

Mary Livesay

Claremont Resident

Los Angeles commuter and worker

Response P257-3 Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project’s stations. This partnership could include providing a free connecting Metro or Metro bikeshare ride with a ticket for the proposed Project, or other measures to further encourage a complete transit trip. By providing efficient, high-capacity, and faster alternative access to Dodger Stadium for games and special events, however, overall vehicular congestion in and around

Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days would be reduced by the proposed Project because of game/special event attendees shifting to riding public transit rather than driving to Dodger Stadium.

Comment Letter P258 – Kaitlyn Brine

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P258

Comment P258-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). My name is Kaitlyn Brine and I work in the community in which the gondola project would affect. I am originally from Boston, Massachusetts and since moving to Los Angeles I am constantly overwhelmed by the amount of environmental injustice I witness. This gondola project would further emit pollution into an already environmentally unsafe area and would most affect those at the margins.

Response P258-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/ Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Comment Letter P259 – Ricky de Laveaga

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P259

Comment P259-1 Am I able to submit written comments on the Aerial Rapid Transit Technology LLC proposal (gondola) here? If so I would like to say:

As a longtime resident of Elysian Heights I am against this proposal with every fiber of my being.

Response P259-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P259-2 Not only will it displace a significant portion of our community, but it will accelerate gentrification and destroy the character of our neighborhood.

Response P259-2 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing. The proposed Project also will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area.

Comment P259-3 Further, there will be a devastating impact to the area, significantly altering historic view sheds at Union Station and El Pueblo. New stations, towers, wires, and gondolas will result in a major change to this overall area of the city.

Response P259-3 Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, including to Los Angeles Union Station (LAUS) and El Pueblo, which would be less than significant. Refer to Section 3.05, Cultural Resources, and Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTTR), of the Draft EIR for a discussion outlining the proposed Project's potential construction and operational impacts to the Los Angeles Union Station Passenger Terminal and Grounds. As discussed in Section 3.05, Cultural Resources, of the Draft EIR, LAUS was designed in response to its proximity to El Pueblo de Los Angeles. As such, one aspect of LAUS' setting that is important is its axial connection and visual relationship with the Los Angeles Plaza Historic District. The proposed Alameda Station would be located over 100 feet north of the main axis—at the intersection of Los Angeles Street

and Alameda Street—between LAUS and the Los Angeles Plaza Historic District. The location is sufficiently offset so it would not interrupt the physical and visual relationship between the two historical resources. This important aspect of the LAUS' setting would be maintained.

Comment P259-4 I have not spoken to a single neighbor, civic expert, or local leader in favor of the project. This is bad money looking to swindle taxpayers and leave us as collateral damage.

Response P259-4 Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financial Analysis, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P260

This comment number has intentionally been skipped.

Comment Letter P261 – Rahul Gunasekaran

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P261

Comment P261-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P261-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P262 – Holly Harper

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P262

Comment P262-1 Respectfully, I most *strongly* oppose the LAART gondola project.

Response P262-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P262-2 The most immediate bad outcome for implementing this project is that it will carve-out and occupy *public space* at both el Pueblo de Los Angeles Historic Monument and the Los Angeles State Historic Park for what will ultimately be *private* gain. We don't have open, green space to spare in Chinatown and these two stations will also loom large in the background of both the 1818 Avila Adobe and the State Park.

Response P262-2 Refer to Section 2.5, Proposed Project Alignment and Components, with supporting data provided in Appendix Q, Proposed Alignment Plan and Profile, of the Draft EIR for discussion of how the proposed Project maximizes alignment along the public ROW and publicly owned property and minimizes aerial rights over private properties. As discussed in Section 3.16, Park and Recreational Facilities, the construction and operational impacts of the proposed Project would result in less than significant impacts to El Pueblo and the Los Angeles State Historic Park. As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system. The proposed Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the park.

Refer to Topical Response C, Project Features, for discussion of how the proposed Project would provide numerous benefits to local businesses in El Pueblo, Chinatown,

and other areas along the proposed Project alignment, including through potential partnerships with these businesses as well as by providing an accessible and affordable mobility option for employees and area residents. Also refer to Section 3.5.4, Environmental Impacts, of the Draft EIR for a discussion outlining the proposed Project's potential construction and operational impacts to historic resources within the vicinity of the proposed Alameda Station, including the Los Angeles Union Station Passenger Terminal and Grounds and the Los Angeles Plaza Historic District (referred to as El Pueblo, and comprised of 29 resources within its boundaries, including the Avila Adobe and The Winery), the El Grito mural, and the Los Angeles Terminal Annex Post Office. As discussed in Section 3.5.4, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant, and all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation.

Comment P262-3 Neither do I view it in any way as a positive addition to the Union Station Forecourt and Promenade project currently under development, as part of the Connect US plan. Even in its latest watered-down iteration, this proposal makes a *start *at rebalancing the use of this area and connection to el Pueblo away from its prioritization of motorized vehicles and toward all of the rest of us on foot, bicycle or taking transit.

Response P262-3 As discussed in Section 2.0, Project Description, of the Draft EIR, Metro's LAUS Forecourt and Esplanade Improvements Project is currently being developed in coordination with the City of Los Angeles, and would include repurposing the existing northwestern parking lot at LAUS into a pedestrian forecourt and gathering space, as well as pedestrian and bicycle enhancements along Alameda Street and Los Angeles Street. In addition, the Project proposes a new pedestrian plaza north of the Placita de Dolores in an area currently used as a parking and loading area for El Pueblo. Refer to Section 2.0, Project Description, of the Draft EIR for a discussion of how the proposed Project's Alameda Station location was also selected because of its high visibility and proximity to LAUS and El Pueblo, safe and convenient pedestrian connection to and from the LAUS passenger terminal and El Pueblo, as well as adjacency to public space for passenger access, and because the location is compatible with Metro's plans at LAUS, including the LAUS Forecourt and Esplanade Improvements Project. Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of Metro's LAUS Forecourt and Esplanade Improvements Project, which is not part of the proposed Project. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first/last mile multi-modal options at the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station. Further, as discussed in Section 5.0, Corrections and Additions, of the Final EIR, the mobility hub at the Dodger Stadium property would provide connectivity to Elysian Park, the City's second largest park, comprising 575 acres, and the surrounding communities. Outside of game day periods, passengers would be able to access a suite of first/last mile

multi-modal options, such as a bike share program, and individual bike lockers to access Elysian Park and other nearby neighborhoods, including Solano Canyon. The proposed Project cabins would allow for sitting and standing as well as bicycles.

Comment P262-4 Finally: haven't the residents and neighborhoods in the canyons around Dodger Stadium suffered *enough* over the past six or seven decades from the oppressive presence of the Dodgers? McCourt is only the latest in a string of developers in control of all or part of the huge site of the Stadium, its parking lots and the vast potential embodied there.

Response P262-4 Refer to Section 5.0, Corrections and Additions, of this Final EIR, for a discussion of Chavez Ravine. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P262-5 Again, I'd ask why *one square inch* of the public spaces paid for and maintained by taxpayers should be sacrificed to support this theme park-like gimmick or McCourt's dreams of profiting massively from the redevelopment of the Stadium's parking lots? Once again Metro seems to be distracted by the latest shiny object, away from paying attention to the needs or desires of we peons traveling on foot, bike or bus.

Thank you for your time and attention.

Response P262-5 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property.

Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P263 – Carey Bennett

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P263

Comment P263-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

I live in LA and work a full time job that doesn't pay enough for me to afford a car. I take LA metro bus and train 5 days a week as part of my commute. The experience is disgusting, unreliable, inefficient and unsanitary. We need funding to make the LA metro experience less miserable and more reliable - so why not use funds that **could** go into a tourist trap gondola that will disrupt the communities it would run through and instead use it to put a dent in the hideous current situation that is the LA Metro?

Response P263-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financial Analysis, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of how comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential and open space uses, and how comparable aerial transit systems in other cities and countries have brought benefits to their surrounding areas by connecting disparate neighborhoods, promoting commerce, beautifying communities, and enhancing transit system rider safety.

Comment Letter P264 – Hayk Makhmuryan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P264

Comment P264-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

From gentrification to environmental impact, this project will be absolutely devastating to Chinatown, LA State Historic Park and the surrounding neighborhoods.

Response P264-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts including to Chinatown, Los Angeles State Historic Park, and the surrounding neighborhoods. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment P264-2 As an arts and cultural worker and organizer in downtown LA since 2008, I've been both an attendee and a facilitator at the State Historic Park many many times, and the experience of the park would be completely impoverished by the presence of this project.

Response P264-2 Through collaboration with State Parks, the proposed Project has been designed to provide additional benefits to the Los Angeles State Historic Park, including

pedestrian improvements between Metro's L Line (Gold) and the park, and integration of the Chinatown/State Park Station into the southern boundary of the park with hardscape and landscape enhancements, a mobility hub, and other park amenities including concessions, restrooms, and a breezeway connecting the concessions and restrooms. As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system. The proposed Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the park. Further, through collaboration with State Parks, the proposed Project has been designed to provide additional benefits to the Los Angeles State Historic Park, including pedestrian improvements between Metro's L Line (Gold) and the park, and integration of the Chinatown/State Park Station into the southern boundary of the park with hardscape and landscape enhancements, a mobility hub, and other park amenities including concessions, restrooms, and a breezeway connecting the concessions and restrooms.

Comment P264-3 As a tenants rights organizer since 2017, I can attest that this project, even if well intentioned will push out and destroy the lives of thousands of most vulnerable locals with callous predictability.

Response P264-3 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing. The proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Response P264-4 for discussion of how the Draft EIR addresses environmental justice and supports Metro's goal of prioritizing equity opportunities.

Comment P264-4 Please do not invest in a project that is a toy of the rich at the cost of hurting the average resident, the poor, and the local neighborhoods.

I'm an avid user of public transportation and I appreciate very much all the transit projects improve the lives of residents across the board (like improvement in bus lines and operation); this Gondola project is not one of them.

Response P264-4 Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice, how the proposed Project supports Metro's goal of prioritizing equity opportunities, and is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Further, as discussed therein, the public outreach for the proposed Project was designed with environmental justice principles in mind. And, the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety. The proposed Project is also designed to be ADA compliant.

Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park.

Comment Letter P265 – Freda Shen

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P265

Comment P265-1 I am stating my opposition to the creation of this aerial gondola that would link Union Station and Dodger Stadium at Chinatown's expense.

This is as bad as the proposed aerial tram from Warner Brothers to the Hollywood Sign that would have been at the expense of the City's urban wilderness, Griffith Park.

Both proposals belong in the trash heap of ill-conceived ideas.

Response P265-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P265-2 This Dodger Stadium proposal was given unusual no-bid fast tracking after being proposed by Frank McCourt in 2018.

Response P265-2 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P265-3 The traffic and environmental claims made by this proposal have been strongly challenged by data from the Sierra Club, by UCLA's Mobility Lab, by LA River State Park Partners, and by UCLA's Institute of Environment and Sustainability.

Response P265-3 Refer to Topical Response O, Response to UCLA Mobility Lab Study, for detailed responses to the items in the Mobility Lab Study. The Mobility Lab Study was not submitted by its authors at the Mobility Lab as a comment on the proposed Project's Draft EIR, and does not appear to have been prepared for that purpose. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's

ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Responses GO21, PH172, and PH283 and for responses to Los Angeles River State Park Partners. Refer to Response GO12 for responses to the Sierra Club. Refer to Responses GO24 and PH204 for responses to Jon Christensen.

Comment P265-4 Instead of this tram literally hanging over the community, a better option would be dedicated bus lanes for the existing Dodger Express, a shuttle service from Union Station to Dodger Stadium run by LA Metro.

Response P265-4 Refer to Section 4.0, Alternatives, of the Draft EIR and Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of the Draft EIR's consideration of a range of reasonable alternatives pursuant to CEQA. The Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and therefore is unlikely to achieve the GHG benefits of the proposed Project. The Transportation Systems Management Alternative otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders travelling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region.

Comment P265-5 The community that would be affected - Chinatown, Lincoln Heights and Solano Canyon - has spoken up vehemently against the tram, most recently at a public meeting on 1/12/2023 that allowed for no public comment, so that the community was forced to take over the meeting in order to have their concerns and protests heard.

Please listen to the community and discard this proposal.

Response P265-5 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's opportunities for public testimony during the Draft EIR public review period. During the public review period, comments on the Draft EIR could be submitted in writing via email or mail, by phone, and during the four public hearings. Comments on the Draft EIR could be submitted by email to LAART@metro.net, by mail to One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or over the phone by calling

(213) 922-6913. Comments could also be submitted at each of the four public hearings. At virtual public hearings, comments could be given verbally. At the two public hearings held in person, including the January 12, 2023, public hearing discussed in this comment, comments on the Draft EIR could be submitted either in writing on forms provided by Metro, or verbally to the court reporters who were set up at a “comment station” in the venue. Written comment forms provided instructions on how to comment on the Draft EIR in English, Spanish, and Chinese (Simplified). An estimated 143 attendees participated in the January 12, 2023, public hearing, and Metro received 31 verbal comments and 95 written comments on the Draft EIR. In light of the disruptions at the January 12, 2023, public hearing, Metro provided a fourth public hearing by way of a virtual public hearing held on February 8, 2023. Verbal comments received at this continued public hearing were deemed timely received for the purposes of the Draft EIR public review period.

Comment Letter P266 – Zach

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P266

Comment P266-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Response P266-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P267 – The Burgard Family

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P267

Comment P267-1 Please accept this email as our strong opposition to the proposed gondola project terminating at Dodger Stadium.

Response P267-1 This comment indicating opposition to the proposed Project is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P267-2 The cost/benefit and public use projections are unrealistic and the damage to Chinatown's cultural identity would be immeasurable.

Thank you for your consideration,

The Burgard family

Response P267-2 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project's ridership model which is based on extensive data sources and assumptions validated by data. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area. The Project Sponsor would utilize local artists for site specific artwork at each station reflective of the unique neighborhood culture, and would create numerous opportunities to collaborate with and showcase local artists, including convening stakeholder groups

to coordinate on issues including utilization of local artists and identification of sites along the proposed Project alignment to showcase the work of local artists.

Comment Letter P268 – Sara Z Mijares

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P268

Comment P268-1 I would lo speak with you about the Gondola Airail project.

I have been a DRAC member for Metro for a few years, participated as a CBO member in the Eastside Corridor Metro Project and we are starting a small contract as a CBO for the LA Transit Traffic Reduction Project.

Please let me know what day and times are convenient for you. This is my cell phone. 562 505 6023. I am out of town until January 23 and there is a 3 hour time difference from California, we are 3 hours ahead of you.

Response P268-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P269 – Ezra Muthiah

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P269

Comment P269-1 I am a Los Angeles resident writing in to urge you to halt all plans for building the gondola. I was born and raised in LA County and have been taking Metro to school, work, and recreationally since I was 12. I love Metro and I am passionate about expanding access to public transportation in LA. But this gondola project is not that.

Response P269-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P269-2 Research has shown that it will do nothing to help ease traffic. Instead, the gondola simply displaces the burden of Dodger's Stadium parking onto poorer communities who are not asking for this gondola and who will not benefit from it. In line with it changing traffic in the surrounding area by less than one percent, it also does nothing to curb greenhouse gas emissions. We want shuttles, not expensive gimmicks!

Response P269-2 The proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel are discussed in Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft

EIR. The proposed Project would improve mobility and accessibility for the region by connecting LAUS to Dodger Stadium via an aerial gondola system, including an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. Given the capacity of this system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days, thereby reducing VMT and GHG emissions. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations.

Refer to Section 4.0, Alternatives, of the Draft EIR and Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for a discussion of the Draft EIR's consideration of a range of reasonable alternatives pursuant to CEQA. The Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and therefore is unlikely to achieve the GHG benefits of the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders traveling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region. Moreover, the TSM Alternative is not a permanent transit connection as bus routes, and operations are frequently modified and/or eliminated due to fiscal and ridership issues.

Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the

unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment P269-3 Despite financial backing from Frank McCourt, there has been a pattern of projects like these inevitably footing taxpayers with the bill. Taxpayers can especially expect our money to be wasted because there has been zero transparency about long-term operation costs and who ends up paying if/when the project runs over budget. I hope that my personal stake in this is not lost in these more technical talking points. I love this city, I love Metro, I love the Dodger's. I want what's best for all of us, and this gondola just isn't it. I hope you take this into consideration and recognize what this city needs, and what it doesn't need.

Response P269-3 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project, and Section 4.0 Costs and Financial Analysis, of the Final EIR, which provide detail as to the proposed project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P270 – Tom Zhang

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P270

Comment P270-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project (“The Gondola” at Dodger Stadium).

I worked to serve Chinatown residents with the Chinatown Service Center vaccine clinic in 2021. As someone who has a deep appreciation for the neighborhood and also has an understanding of the history of forced displacement and marginalization of the LA Chinese American community, I am deeply troubled by the plans to build the Gondola Project in and around Chinatown. Union Station was likewise a project that was built at the expense of the LA Chinese population - it rests on the bones of old LA Chinatown and its inhabitants. This Gondola Project doesn't even have the potential to benefit the residents of LA nearly as much as Union Station, and yet it is for some reason being seriously considered, despite the outsized impact it will have on the residents of neighborhoods like Chinatown, which is already facing gentrification, air pollution, and heavy traffic.

Response P270-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro’s considerations regarding gentrification and displacement. Refer to Topical Response C, Project Features, for discussion of the proposed Project’s features to enhance and provide additional benefits to the surrounding communities, including sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice, how the proposed Project supports Metro’s goal of prioritizing equity opportunities, is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment, how the public outreach for the proposed Project was designed with environmental justice principles in mind, and how the proposed Project would address a need for a permanent transit connection to one of the region’s most visited venues and would alleviate existing congestion on surrounding neighborhood streets,

arterial roadways, and freeways, thereby reducing associated air pollution and improving safety.

Comment P270-2 The idea of building a gondola is not just outdated, it is also a horribly inefficient method of transit - ferrying something like 16 people a cabin (if that). A far better use of the funds needed to construct an air gondola system would be to simply invest in more existing public transit systems - dedicated bus lanes and more metro lines.

Response P270-2 Although forms of aerial transit technology have been available and utilized for the last 100 years, modern applications have seen the evolution of the technology as a feasible mode of urban rapid transit. As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project would have a maximum capacity of approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately seven minutes. As in the Technology Penetration Analysis, included in Appendix J, Greenhouse Gas Emissions Technical Report, of the Draft EIR, a large capacity for a new mode of transportation in Los Angeles will allow passengers to see the potential for other emerging innovations to be integrated into the public transit system. The proposed Project would thus exemplify how alternative transportation technology can be integrated into a city's transportation infrastructure and will show that new technology can successfully operate in concert with other existing modes of transportation. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how improving the connection between Los Angeles Union Station (LAUS) and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders travelling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region. In addition, Topical Response H discusses how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park.

Comment P270-3 This project will cause environmental damage, increase gentrifying pressures on Chinatown, and add an eyesore to the LA skyline, all in exchange for a negligible reduction in traffic at Dodger Stadium. Again, the solution should be methods like

metro lines, bus lanes, and improving pedestrian/bike accessibility. All the Gondola Project will due is harm an already beleaguered population in LA's Chinatown and the surrounding areas.

Response P270-3 The proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel are discussed in Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR. The proposed Project would improve mobility and accessibility for the region by connecting LAUS to Dodger Stadium via an aerial gondola system, including an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. Given the capacity of this system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days, thereby reducing VMT and GHG emissions. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement.

Refer to Section 5.0, Corrections and Additions, of the Final EIR, for discussion of a Pedestrian Enhancement Alternative to the proposed Project in which the proposed Project would not be constructed, and instead an enhanced pedestrian walkway and vertical circulation elements would be constructed to improve the safety, comfort, and accessibility of walking between the Metro L Line (Gold) Station and Dodger Stadium. While this alternative would provide improved pedestrian connections compared to existing conditions, the 25 minute plus travel time from the Metro L Line (Gold) Station to the location of the proposed Dodger Stadium Station would be at least nine times greater than the three minute travel time between those two locations with the proposed Project, and this alternative would be unlikely to attract substantially more people to walk to Dodger Stadium compared to existing conditions given the travel time and the physical exertion. This alternative was considered but dismissed from further detailed analysis because it did not meet most of the basic objectives of the proposed Project.

Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to

meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. In addition, improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders travelling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment Letter P271 – Tiff H.

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P271

Comment P271-1 Hi Mr. Zelmer, I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

I grew up in Chinatown in the 90's and have seen the gentrification and changes to the neighborhood over the years. The impact of some of these developments have a devastating impact on residents due to corporate greed. Grocery stores that were once convenient to residents, have closed. Gone are the days of mom and pop shops inside tiny stalls that boast a lively neighborhood that drew both locals and tourists alike.

Response P271-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response C, Project Features, discussing the proposed Project's potential partnerships with and benefits to local businesses to drive customers to Chinatown's small businesses. As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project creates a first/last mile transit link for residents and businesses within Chinatown while unifying and connecting communities through transit mobility access. This new mode of transportation represents an opportunity for additional visitors along the proposed Project alignment.

Comment P271-2 Many residents are elderly immigrants that don't speak any english nor possess the necessary tools to communicate their opposition to this project. The lack of transparency with the community has shown that there was no intent to invite any true discussion with the residents.

Response P271-2 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach

meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment P271-3 We should use the funding for better existing transit options for everyone. As we all know, Los Angeles is currently under a state of emergency over the homeless crisis. How about we try to solve a more dire need before we provide luxury transit for visitors? Most Angelenos, including myself, would agree.

Response P271-3 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Comment Letter P272 – Jacqueline Pabst

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P272

Comment P272-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P272-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P273 – David Shorter

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P273

Comment P273-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P273-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P273-2 I am an UCLA professor who works with various communities pertaining to land stewardship and community health. While I personally would be impacted very little, I am writing you because many community members are disempowered by the project and even by the process by which to voice their opposition to the project. On behalf of those who work over sixty hours a week, those who are not privileged with technology, or who might not feel worthy of being heard in official capacities, I write in opposition to the Gondola.

Response P273-2 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, and Appendix A, Scoping Report, of the Draft EIR, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Metro engaged stakeholders in neighborhoods along the proposed Project alignment in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from stakeholders in neighborhoods along the proposed Project, including Chinatown, during this period led directly to changes to the proposed Project, including selecting the proposed Project's alignment and the location of Chinatown/State Park Station, as discussed in Section 5.0, Other CEQA Considerations, of the Draft EIR. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on

Metro’s website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings. The Draft EIR addresses environmental justice by considering the proposed Project’s ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project’s potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities.

Comment P273-3 The Gondola was a vanity project dressed up as a public good where the public served is not the communities negatively impacted by the literal change to their urban environment.

Thank you for paying attention to the calls of the impacted communities.

Response P273-3 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project’s system, approximately 20 percent of the fans could take aerial transit connected to Metro’s regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response C, Project Features, for discussion of the proposed Project’s features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment Letter P274 – Grace Doyle

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P274

Comment P274-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

I cannot believe the audacity of this proposal. It's not transit. It's for tourists.

Response P274-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Comment P274-2 And who exactly is paying for it? Even if it's privately funded, it's using a public resource- the historic park. The nature of which will be completely changed when there are massive metal cars dangling above head.

Response P274-2 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, for discussion of the footprint of the proposed Project in the Los Angeles State Historic Park. With the small footprint of the proposed Project's Chinatown/State Park Station, and the required clearances and the height at which the cabins would cross over the Park, the ability to use the vast majority of the Park would not be affected by the proposed

Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park.

Comment P274-3 That is not what parks are for. Where have the public commenting opportunities been? Where is the reach out to the community? All I've seen is propaganda in the form of a car displayed in the dodgers parking lot with no mention of any of the concerns opponents have. Just an advertisement as if the gondola is destiny. Stop the corruption. Build transit for the people.

Response P274-3 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment Letter P275 – Bryan Bosque

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P275

Comment P275-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P275-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P276 – Kim Reyes

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P276

Comment P276-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P276-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P277 – Nick Scotttrussell

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P277

Comment P277-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

How is this benefitting the public?

Response P277-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer also to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment P277-2 I know that it's gentrifying Chinatown which hurts a historically oppressed population. I know it's money that won't be going towards building new train lines or making

busses free. Who is paying for this ski lift? Tax payers? Even if it's privately funded, it's using public resources. This project is an obvious "no". A perfect picture of corruption that's run rampant in LA politics for far too long.

Response P277-2 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing. The proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Response P277-1 for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world and their operations, integration with nearby residential and open space uses, community benefits, promotion of public art and collaborations with local artists, and evidence that such systems can reduce violent crime in nearby areas and promote a sense of security compared to other modes of public transportation. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P278 – Liliana Cortez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P278

Comment P278-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P278-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P279 – Jaime Zavala

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR, for reference.

Responses to P279

Comment P279-1 I am writing to tell you I don't want this Gondola project to go through. What is the point of an aerial gondola that services a specific subset of people going from Union Station to Dodger's stadium? What does that do to solve our traffic congestion?

Response P279-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Comment P279-2 How is this conducive to getting more single rider vehicles off the road? How is this lowering emissions? Why aren't you using OUR resources to fund forms of public transit around the city that actually benefit all Los Angelinos? Do not go through with this. It is not worth the displacement of people in the gondola's planned path. It is not worth the potential rent increases to surrounding neighborhoods.

Response P279-2 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed

Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement.

Comment P279-3 I love riding the LA metro bus lines and the new expanded rail lines around the city. Those are a way forward in public transit that stand to benefit everyone. Not a specialized gondola to a sports stadium.

Response P279-3 Refer to Response P279-1 for discussion of the need for the proposed Project. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment Letter P280 – Cassandra Zepeda

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P280

Comment P280-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

As a resident of the solano community, I will be impacted by this project. I am concerned about this project for the following reasons:

Response P280-1 This comment indicating opposition to the proposed Project is noted and will be provided to the decision makers for review and consideration. This comment provides a general introduction to the comments raised in this letter. Responses to the comments contained in this letter are provided below in Responses P280-2 through P280-4.

Comment P280-2 -This project will increase the impacts of air pollution from vehicle emissions in an area already overburdened by air emissions. My son and I already suffer from asthma caused by the pollution already surrounding us , we try our best to keep ourselves as healthy and safe as possible and building the gondola would only impact me and my 5 year olds health even more.

Response P280-2 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Comment P280-3 -This project will lead to displacement and increase the cost of rent in the area. I am trying to raise my family as best I can . I live with my husband and 2 children , we are BARELY surviving and making ends meet and to pay rent . This would greatly impact our lives with rent increases , can you imagine the drastic sudden changes we would need to do to survive and keep our children healthy and safe. I am sure this is not something YOU would be happy having to do let alone the unnecessary stress this will cause not only to my children but my children's friends who all live within the neighborhood.

Response P280-3 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed

Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities.

Comment P280-4 -Lack of community consultation: The community has been neglected and our voices have not been heard. No one asked us our vision for our community. You are shutting our voices down and closing us out, when we as a community have been keeping this place safe and clean for all the families and children living here. This is will NOT benefit anyone here Instead it will affect all of us. I am sure you would be very unhappy if this was happening near your home without ever caring about what you had to say about it and without your consent. This unfair to our children they DO NOT DESERVE THIS

Response P280-4 Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The public input during this period led directly to changes to the proposed Project to incorporate public feedback, including changes to the proposed Project alignment to include the intermediate Chinatown/State Park Station, redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of outreach and community engagement during the Draft EIR public review period and community engagement efforts during the preparation of the Final EIR. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's opportunities for public testimony during the Draft EIR public review period. During the public review period, comments on the Draft EIR could be submitted in writing via email or mail, by phone, and in writing or verbally during the four public hearings. Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the four public hearings, with interpretation provided in Taishanese during the final two public hearings. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and

open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world and their operations, integration with nearby residential and open space uses, community benefits, promotion of public art and collaborations with local artists, and evidence that such systems can reduce violent crime in nearby areas and promote a sense of security compared to other modes of public transportation.

Comment Letter P281 – Dennis Rohatyn

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P281

Comment P281-1 A gondola from Union Station to Dodger Stadium makes about as much sense as a ski lift in the Amazon, or a snowmobile in the Sahara. This is Chinatown, Frank. You can't ignore, let alone, leap-frog over it. One must respect both its presence and its inhabitants, while protecting them from serious problems that any aerial transportation system would surely encounter, be it a snapped cable, an earthquake, a short-circuit, a computer glitch, or mechanical malfunctions that would endanger the lives of passengers, motorists and residents, simultaneously. As it stands, the plan is an invitation to disaster, and a major accident waiting to happen.

Response P281-1 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of how the proposed Project would be equipped with security features and the Emergency Operations Plan for the proposed Project would include emergency response protocols and safety procedures developed in conjunction with the operator, system provider, and local authorities, and how aerial transit systems such as the proposed Project represent one of the safest modes of transportation relative to other forms of transit. Refer to Section 3.07, Geology and Soils, and Appendix I, Geotechnical Document in Support of the Environmental Impact Report, of the Draft EIR for discussion of how the structural design of the proposed Project's stations, junction, and towers would meet the rigorous safety standards of applicable standards, requirements, and building codes, including all mandated standards addressing environmental factors such as wind and seismic effects and gravity forces, including all impacts from the height and tilt of the structures, to ensure structural integrity and safety, and the proposed Project would adhere to its Emergency Operations Plan which would include emergency response protocols and state that in the event of a major earthquake the system would be fully evacuated and shut down, and would not operate.

Comment P281-2 It is also bound to be expensive and far from cost-effective, hence not worth the risk. If only Vin Scully were alive, he'd explain why, in ways that even City Hall might grasp.

Response P281-2 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P281-3 Listen in: “Frank McCourt has tremendous local power, especially in the alleys adjacent to freeway traffic. . . waiting for the 1-1 switch: Karen Bass lifts a high ride, deep to downtown—she is going, going, gondola.” Once again, it’s time for political hardball—but why dodger a flying bullet? Or are we still in Chinatown, after all?

Response P281-3 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P282 – Suellen Wagner

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P282

Comment P282-1 To Whom It may concern:I oppose the Los AngelesAerial Rapid Transit Project, due to severe negative impacts on the communities that will be "overflown" at low altitude by the gondolas. These communities are being disregarded, indeed sacrificed, for the purpose of yet another gondola tourist attraction. It won't work in Griffith Park and it won't work here, without imposing harsh impacts on citizens that have little to no defense against the City of Los Angeles, LA Metro, and the unaffected populace.

Response P282-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts. Additionally, refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities.

Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. the proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition,

the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice, how the proposed Project supports Metro's goal of prioritizing equity opportunities, and is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Further, as discussed therein, the public outreach for the proposed Project was designed with environmental justice principles in mind. And, the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety. The proposed Project is also designed to be ADA compliant.

Comment P282-2 This proposed project will not meet the objectives of the project, i.e. reducing traffic by becoming a mobility hub. There are easier, faster, and better ways to meet the objectives, such as making better use of existing bus lanes. In addition, what is a mobility hub? Will this new hub have other purposes, for other modalities such as Advanced Air Mobility/Urban Air Mobility?

Response P282-2 As described in Section 2.0, Project Description, of the Draft EIR, the proposed Project is an aerial gondola system that would provide a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Aerial rapid transit technology is a proven, zero emission, safe, sustainable, high-capacity and highly efficient form of transportation that would function as both a reliable rapid transit system and first/last mile connector. The proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. Refer to Section 2.3.8, Project Objectives, of the Draft EIR, for discussion of the Project Objectives which broadly contemplate improving neighborhood connectivity and the Dodger Stadium visitor experience, reducing vehicle congestion and associated emissions in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days, improving access to Elysian Park and the Los Angeles State Historic Park, and providing a sustainable form of transit. Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders traveling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region.

Refer to Topical Response C, Project Features, for discussion of how the proposed Project would provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first/last mile multi-modal options at the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station. As discussed in Section 5.0, Corrections and Additions, of the Final EIR, the proposed Project would provide a mobility hub at the Dodger Stadium property to provide connectivity to Elysian Park, the City's second largest park, comprising 575 acres, and the surrounding communities. Outside of game day periods, passengers would be able to access a suite of first/last mile multi-modal options, such as a bike share program, and individual bike lockers to access Elysian Park and other nearby neighborhoods, including Solano Canyon. Urban Air Mobility is not under consideration for these mobility hubs.

Comment P282-3 Will such, extremely impactful, deleterious uses be stacked onto the hub, leading to impacts that are unforeseen by the community, who is left out of decision making, but in the already in the works by LA's policymakers and leaders? As a community activist in Studio City, I have seen continually that citizens are continually ignored when it comes to development, on City, State and Federal levels, and are shut out of the process -- their requests for information about safety, environmental impacts, and costs are left unanswered. This must change. Find a better way to get people to Dodger Stadium. There is no need to work around the Developer/Owner's desire to expand his facilities. For once, listen to common sense -- which is not coming from Metro, but rather the affected communities. STOP THE GONDOLA! Sincerely, Suellen Wagner
Studio City, CA 91604
Save Coldwater Canyon

Response P282-3 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Response P282-2 for discussion of the proposed Project's mobility hubs. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders traveling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P283 – Ric Romero

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P283

Comment P283-1 I have lived in the community of Solano Canyon for 48 years, and have noticed a lot more traffic, events and parking issues around our local community with the Dodger organization. And with no warning or deal with it type business mentality that has affect the community with parking, carbon foot print, and no benefits to the local community. Dodger organization has benefited from events and expansion, but has no regards with the community.

Response P283-1 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Comment P283-2 We have voiced our concerns with previous events and falls on deaf ears. Feels like when people got displaced in the 50s and had no voice for the working community of palo verde and Chavez Ravine.

Response P283-2 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine.

Comment P283-3 Building this gondola doesn't resolve traffic it increases it. Makes. A bigger issue with Carbon foot print, parking issues due to people want to park in the community because it's free vs. parking at the state park because they charge.

Response P283-3 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N,

Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines ("TAG"). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project's potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified.

Comment P283-4 The local view of the skyline to downtown gets disrupted by a monstrous towers, cables and gondolas. Metro has created more traffic on streets than lessen the impact for traffic, such a bus lanes. This will be another issue for the local Bishop, China town, and area where there will be a stop for the gondola.

Please do not move forward with the gondola.

Response P283-4 Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, including to the Los Angeles State Historic Park, which would be less than significant. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. The proposed Project would improve mobility and accessibility for the region by connecting LAUS to Dodger Stadium via an aerial gondola system, including an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. Given the capacity of this system, and the ridership forecasts of the

proposed Project, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce traffic volumes destined to Dodger Stadium on neighborhood streets, arterial roadways, and freeways during game and special event days, thereby reducing VMT and GHG emissions.

Refer to Section 4.0, Alternatives, of the Draft EIR and Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for a discussion of the Draft EIR's consideration of a range of reasonable alternatives pursuant to CEQA. The Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and therefore is unlikely to achieve the GHG benefits of the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park.

Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of how the proposed Project's intermediate Chinatown/State Park Station near the southernmost entrance to the Los Angeles State Historic Park would be located within a short walk to many Chinatown businesses and Metro's L Line (Gold), creating a stronger connection with the Metro L Line and enhancing transit access to the Los Angeles State Historic Park, Mission Junction, William Mead Homes, and the Los Angeles River. Compared to the Metro L Line (Gold), accessible at the Chinatown Station, the proposed Project's Chinatown/State Park Station would be closer to the Los Angeles State Historic Park, the shorter headways would result in more frequent service, and the travel time would be less.

Comment Letter P284 – Sara Z Mijares

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P284

Comment P284-1 I would like to speak with you regarding the Aerial Gondola project.

I have been reading some of the news reports and different quotes of groups, people, orgs, etc. that are against this project.

Since the comment period is due in two days and one of them is a holiday, I would really like to exchange some ideas with you before sending an official comment.

In early September 2022 I was in Bolivia doing some cultural/entrepreneurial training work for indigenous communities and I loved the aerial transportation that they have and I thought "this would be a wonderful way of cutting down dome traffic in LA" not knowing that this project has been in existence. However, as a DRAC Metro member, I know first hand that if community feedback is not secured from the beginning the backlash is harsh.

Please get back to me at 562 505 6023.

Thank you.

Response P284-1 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world and their operations, integration with nearby residential and open space uses, community benefits, promotion of public art and collaborations with local artists, and evidence that such systems can reduce violent crime in nearby areas and promote a sense of security compared to other modes of public transportation.

Comment Letter P285 – Brad Bain

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P285

Comment P285-1 I live at 3036 Atwater Ave, Los Angeles CA 90039 -- close to both Union Station, Elysian Park, and Dodgers Stadium.

I absolutely support this project, and support the Draft EIR. This will be so helpful to so many people and further encourage the crowds to take transit to Dodgers Stadium, which is currently a giant parking lot choked by car traffic

Response P285-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P286 - Xulan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P286

Comment P286-1 Dear city government, city councillors, and relevant persons in charge:

Oppose billionaire and former Dodgers owner Frank McCourt to build a gondola that takes people from Union Station to Dodger Stadium!

Response P286-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P286-2 This is a waste of taxpayers' money to serve the interests of entertainers and to endanger the safety of residents of the Chinatown neighborhood by having gondolas shuttling back and forth over their homes in an extremely dangerous manner.

Response P286-2 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities.

Comment P286-3 I hope that the city government, city councillors and the deputy executive Officer of the Los Angeles County Metropolitan Transportation Authority will solve the current primary problem by building \$125 million in apartments for the elderly, homeless and low-income people, as well as building 24-hour emergency hospitals and inpatient department, large supermarkets, public restrooms, and a more convenient, more practical and better environment for the Chinese community to live and work in!

Thank you!

Response P286-3 Refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself

address a need for a permanent transit connection to one of the region's most visited venues, and would benefit the surrounding community by alleviating existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety.

Comment Letter P287 – Dale Brandenburg

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P287

Comment P287-1 Private investments for this project would be acceptable to me but strongly feel that no public funds should be used until we address the homeless problem and lack of low cost housing in Los Angeles.

Response P287-1 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project’s capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project’s capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, and Topical Response N, Environmental Justice, for discussion of how the proposed Project will not displace housing, prevent planned housing, or preclude development of uses including housing in the surrounding communities.

Comment Letter P288 – Crystal Hernandez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P288

Comment P288-1 I think it's a great idea less traffic. More parking.

Response P288-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P289 – Geri Foyle

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P289

Comment P289-1 I think the gondola is a great idea. I am a senior citizen and would use it to go to the stadium.

Response P289-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P290 – Martin Campos

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P290

Comment P290-1 I support the L.A. Aerial Rapid transit project

Response P290-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P291 – Elizabeth Usruitia

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P291

Comment P291-1 I support the Gondola since many people have disabilities and this will make it easier for them to visit the stadium

Response P291-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P292 – Danielle Montoya

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P292

Comment P292-1 I think it's a great idea for the Gondola to be built because of traffic.

Response P292-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P293 – Iris J Ramirez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P293

Comment P293-1 I agree the gondola is a great idea. I truly agree with this.

In fact are they hiring I would love to be part of the team.

Response P293-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P294 – Jade Castillo

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P294

Comment P294-1 I support the Gondola and I think it's beneficial to people with no car and to people that are disabled.

Response P294-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P295 – David Sanchez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P295

Comment P295-1 I support the Gondola to help control traffic since it is bad along Sunset heading to the games.

Response P295-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P296 – Enrique Robles

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P296

Comment P296-1 I think its an amazing idea to get the Gondola so it can decrease the traffic during the Dodger games

Response P296-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P297 – Norma Sanchez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P297

Comment P297-1 I support the Gondola Project especially as it will help control all the heavy traffic in the area while the Dodgers are playing.

Response P297-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P298 – Maria

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P298

Comment P298-1 I support the Gondola since it is going to help with parking at the Dodger game and it take only seven minutes

Response P298-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P299 – Guadalupe Rabadau

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P299

Comment P299-1 I support the Gondola Project as it will lessen all the traffic in the area especially during the Dodger games.

Response P299-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P300 – Alejandro

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P300

Comment P300-1 The Gondola will help with the time it will take to get to Dodger stadium that is why I support this project

Response P300-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P301 – Bertha Garcia

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P301

Comment P301-1 I support the Gondola since it was help with the traffic in the Area

Response P301-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P302 – Noelo Heese

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P302

Comment P302-1 The Gondola will be good as it will help with the traffic to Dodger stadium

Response P302-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P303 – Kimberly Drenas

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P303

Comment P303-1 I support the Gondola due to the transportation problem we have here in California going to sporting events

Response P303-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P304 – Andrew Inema

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P304

Comment P304-1 I support the Gondola since it would only take 7 minutes to get to Dodger Stadium and eliminate a lot of cars at the stadium

Response P304-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P305 – Tina Robles

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P305

Comment P305-1 The Gondola sounds like a great idea so we can have less congestion while going to and from the Dodger games

Response P305-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P306 – Manuel Cruz

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P306

Comment P306-1 I like the idea of not driving to the games and just relaxing in the Gondola “whataview”

Response P306-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P307 – Arleen Rivera

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P307

Comment P307-1 We needed something like the Gondola years ago to help with all the traffic going to Dodger games “Great Idea”

Response P307-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P308 – Jose Sanchez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P308

Comment P308-1 I agree with the construction of the Gondola to help with all the traff going to the games

Response P308-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P309 – Diane Brown

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P309

Comment P309-1 The idea of a new way to travel to the Dodger games is a great idea

Response P309-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P310 – Helen Hurtado

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P310

Comment P310-1 I am a senior and will be glad to see and ride the gondola in my lifetime

Response P310-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P311 – Aleena Cruz

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P311

Comment P311-1 I was so happy to hear there is a new way to get to Dodger Stadium

Response P311-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P312 – Jorge Hurtado

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P312

Comment P312-1 I like the idea of the Gondola

Response P312-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P313 – Rachel Sanchez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P313

Comment P313-1 I support the Gondola because it will help for us to get to the games in less time without so much traffic

Response P313-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P314 – Monica Cruz

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P314

Comment P314-1 This is a godsent to all the people who live by Dodger Stadium

Response P314-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P315 – Mary Jo Cruz

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P315

Comment P315-1 What a great convenience why did it not happen sooner

“I support this”

Response P315-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P316 – Danny Rivera

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P316

Comment P316-1 The Gondola is a good idea for all who attend the games at Dodger Stadium we will be able to get home sooner without waiting for all the traffic

Response P316-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P317 – Yolanda Garza

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P317

Comment P317-1 Very interesting concept. Would like to see this happen.

Response P317-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P318 – Monique Bracamontes

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P318

Comment P318-1 I love the idea of the gondola

Response P318-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P319 – Eric Bracamontes

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P319

Comment P319-1 The Gondola would be good to go in and out of the stadium since to get out at the end of the game, and it even better since its free.

Response P319-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment Letter P320 – Anel Becerra

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P320

Comment P320-1 I support the Gondola since it would help with traffic on the streets going to Dodger Stadium.

Response P320-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P321 – Arturo Ortiz

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P321

Comment P321-1 I support the Gondola for all the changes that it would bring to our city

Response P321-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P322 – Eleda de Anda

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P322

Comment P322-1 I support the gondola, I believe it will be good for the community

Response P322-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P323 – Jennie Rubio

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P323

Comment P323-1 I'm a dodger fan, and will like to be able to take the gondola to go to the games

Response P323-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P324 – Brian Rubio

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P324

Comment P324-1 I will support the gondola, I don't drive and it will be nice to go see a Dodger game

Response P324-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P325 – Emma Aguila

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P325

Comment P325-1 Im a senior citizen and would like to go to a Dodgers Stadium on the gondola

Response P325-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P326 – Jason Seguda

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P326

Comment P326-1 Driving all week long for work it will be nice to take the gondola to go see a game at Dodgers Stadium

Response P326-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P327 – Patuel Montanez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P327

Comment P327-1 What a great idea great for the community

Response P327-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P328 – Vincent Ruilla

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P328

Comment P328-1 I SUPPORT THE GONDOLA, TO ELEVATE TRAFFIC

Response P328-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P329 – Martha Garcia

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P329

Comment P329-1 The gondola will help handy cap people.

Response P329-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P330 – Adam Reeves

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P330

Comment P330-1 A 7 min trip instead of a 30 min one sign me up!

Response P330-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P331 – Martha Contreras

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P331

Comment P331-1 The gondola is a good project for new transportation in our city.

Response P331-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P332 – Rupert Jones

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P332

Comment P332-1 I support the construction of the gondola.

Response P332-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P333 - Imelda Morales

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P333

Comment P333-1 Let's approve this project and build the gondola for all Los Angeles

Response P333-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P334 – Fatima Lopez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P334

Comment P334-1 I support the gondola

Response P334-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P335 – Javon Newman

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P335

Comment P335-1 Support this project lets build it right away!

Response P335-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P336 – Alexander Black

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P336

Comment P336-1 Great project for the community

Response P336-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P337 – Linda Chen

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P337

Comment P337-1 LA ART supports my community I support them build the gondola

Response P337-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P338 – Amy Matthews

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P338

Comment P338-1 I support the Gondola

Response P338-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P339 – Jesus Villanueva

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P339

Comment P339-1 Hopefully open before the olympics

Response P339-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P340 – Clarissa Paredes

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P340

Comment P340-1 Build the air cars ASAP!!

Response P340-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P341– Simon Lopez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P341

Comment P341-1 This project would provide transportation from Union Station to Dodgers Stadium it is a wonderful Idea.

Response P341-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P342 – Spencer Rites

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P342

Comment P342-1 Hopefully this cleans up city traffic

Response P342-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P343 – Kaylee Smith

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P343

Comment P343-1 The sooner this is built the better

Response P343-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P344 – Robert Slack

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P344

Comment P344-1 We want less traffic I support the Dodger gondola

Response P344-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P345 - Juliette Lopez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P345

Comment P345-1 I support the project

Response P345-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P346 - Justine Lee

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P346

Comment P346-1 The gondola will make less pollution and make it healthier for neighbors.

Response P346-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P347 – Jason Ramirez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P347

Comment P347-1 I support the dodgers gondola

Response P347-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P348 – Marissa Cortes

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P348

Comment P348-1 We want more zero emission transportation.

Response P348-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P349 – Lesley Gomez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P349

Comment P349-1 The gondola could remove 3,000 cars during the game, it's a great idea.

Response P349-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P350 – Cindy Maciel

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P350

Comment P350-1 It will help with traffic and clean up the air. I support it.

Response P350-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P351 – Destiny Cruz

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P351

Comment P351-1 My neighborhood had bad traffic, this will clean it up.

Response P351-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P352 – Amber Cervantes

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P352

Comment P352-1 LA ART will move 5000 people up and down the mountain every hour. I support it.

Response P352-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P353 – Callie Liley

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P353

Comment P353-1 The gondola would be seven minutes from downtown to Dodgers Stadium. I support the Dodgers Stadium gondola.

Response P353-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P354 - Mariposa Jimenez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P354

Comment P354-1 1. This project is miraculous.

Response P354-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P355 - Victor Balderrama

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P355

Comment P355-1 1. A great community support.

Response P355-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P356 – Leticia Reynoso

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P356

Comment P356-1 I support the Gondola because I think it would be a good means of transportation to get quickly to the Dodgers Stadium and reduce traffic.

I support the gondola because I believe that it will be a good idea for transportation to reduce traffic and gas money.

Response P356-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P357 – Raymond Noriega

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P357

Comment P357-1 I support the Gondola since back in the days traffic on broadway was bad and is still bad. I grew up in Lincoln Hts.

Response P357-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P358 – Leslie Reynoso

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P358

Comment P358-1 I agree with the Gondola, because I struggle with transportation. So the Gondola will be a great alternative of transportation and not have to deal with traffic.

Response P358-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P359 – Angela Reynoso

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P359

Comment P359-1 I support the Gondola since I feel it will be less traffic to get to the dodgers stadium.

Response P359-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P360 – Celeste Revills

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P360

Comment P360-1 I look for to the Gondola for 2 reasons.

Parking Lot Chaos there will less traffic when leaving the park.

Convenience when traveling alone you have convenience of using different means of transportation.

Response P360-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P361 – Efrain Hernandez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P361

Comment P361-1 I support the Gandola.

I can't wait to use the Gandola to commute to the Dodgers Stadium.

Response P361-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P362 – Gustavo Hernandez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P362

Comment P362-1 I support the Gandola.

Finally modernizing the transportation.

Response P362-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P363 – Maria Hernandez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P363

Comment P363-1 I support the Gandola.

Watching the view from the gandola.

The view of the Dodgers Stadium.

Response P363-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P364 – Tanya Hernandez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P364

Comment P364-1 I support the Gandola.

I can't wait to ride the Gandola.

Response P364-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P365 – Carlos

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P365

Comment P365-1 I like the idea because it will not cause more smog. for that reason alone I will support the gondola project.

Response P365-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P366 – Carlos Aguirre

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P366

Comment P366-1 I believe it will put us up there! So, yes I support it.

Response P366-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P367 – Juan Garcia

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P367

Comment P367-1 They could view the ho city

I support it

Response P367-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P368 – Yvonne Montoya

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P368

Comment P368-1 I think its an amazing idea and convenient, and support it

Response P368-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P369 – Arson Li

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P369

Comment P369-1 Support the gondola.

Response P369-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P370 – Amy Li

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P370

Comment P370-1 Support the gondola.

Response P370-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P371 – Joanne Liu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P371

Comment P371-1 Support the gondola

Response P371-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P372 – Diana Chen

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P372

Comment P372-1 [No comment provided.]

Response P372-1 No comment was provided. The comment letter form with signature will be provided to the decision makers for review and consideration.

Comment Letter P373 – Lyn Chan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P373

Comment P373-1 [No comment provided.]

Response P373-1 No comment was provided. The comment letter form with signature will be provided to the decision makers for review and consideration.

Comment Letter P374 – Marina Chen

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P374

Comment P374-1 good

Response P374-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P375 – Lyn Chan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P375

Comment P375-1 good

Response P375-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P376 – Leo Lei

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P376

Comment P376-1 Support the gondola.

Response P376-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P377 – Ling

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P377

Comment P377-1 Support the gondola.

Response P377-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P378 – Wu Ainne

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P378

Comment P378-1 Support the gondola.

Response P378-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P379 – S. Li

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P379

Comment P379-1 Support the gondola.

Response P379-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P380 – Angela Chan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P380

Comment P380-1 Support the gondola. Good idea, Good! Good!

Response P380-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P381 – Kelly

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P381

Comment P381-1 Support. SUPPORT

Response P381-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P382 – Cynthia Lu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P382

Comment P382-1 Support SUPPORT GONDOLA

Response P382-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P383 – Kenny Phu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P383

Comment P383-1 I SUPPORT GONDOLA

Response P383-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P384 – Bruce Wong

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P384

Comment P384-1 Support Gondla

Response P384-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P385 – Elaine Cao

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P385

Comment P385-1 Support the gondola.

Response P385-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P386 – Xiu Wei Deng

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P386

Comment P386-1 Support the gondola.

Response P386-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P387 – Lily

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P387

Comment P387-1 Support the gondola.

Response P387-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P388 – C K Ko

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P388

Comment P388-1 Support the gondola, bring benefits to people

Response P388-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P389 – Qingxia Cen

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P389

Comment P389-1 Support the gondola.

Response P389-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P390 - Yiyan Situ

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P390

Comment P390-1 Support the gondola.

Response P390-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P391 - Su Chan Li

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P391

Comment P391-1 Support the gondola.

Response P391-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P392 - Wai Li Kuan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P392

Comment P392-1 Support the gondola.

Response P392-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P393 - Bing Yang Situ

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P393

Comment P393-1 Support Gondola

Response P393-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P394 - Li Shao Xie

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P394

Comment P394-1 I strongly support the gondola transit. It will benefit people.

Response P394-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P395 - Xianen Bai

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P395

Comment P395-1 I support the construction of the gondola. It will benefit people.

Response P395-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P396 - Lan Huang

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P396

Comment P396-1 Support the gondola

Response P396-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P397 - Jie Tang Zhou

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P397

Comment P397-1 Support the gondola

Response P397-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P398 – Guohui Li

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P398

Comment P398-1 The earth needs to be protected. This electric gondola meets the need. It is powered by electricity, which will reduce pollution. Currently, traffic jam is a big problem to Dodger Stadium. It is a great suggestion to build the gondola at Dodger Stadium station, which will bring customers to businesses around. I highly support the construction of gondola. Hope it can be built soon.

Response P398-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of how the proposed Project would operate at zero emissions, with the electrical power for the proposed Project supplied by the City of Los Angeles Department of Water and Power (LADWP) through the utility's Green Power Program, pursuant to GHG-PDF-A. Refer to Topical Response C, Project Features, for discussion of the potential added benefits from the proposed Project, including potential partnerships with and benefits to local businesses.

Comment Letter P399 - Rui Fang Feng

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P399

Comment P399-1 I support LA Aerial Rapid Gondola Project. It can significantly reduce pollution and improve traffic. I hope it can be built quickly.

Response P399-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment P399-2 Support aerial rapid transit project.

Reduce Pollution; reduce traffic

I hope it can make it fast

Response P399-2 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P400 – Daniel Rubio

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P400

Comment P400-1 Fantastic Idea defenetly will benefit the community and neighborhood.

Response P400-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P401 – Judy Abarca

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P401

Comment P401-1 I support the project because it will take 5,000 people per hour and it would be there in just 7 minutes. There won't be so much traffic like it is now, and it will be free for the residents of the area.

Response P401-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P402 – Teresa Villa

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P402

Comment P402-1 I like the project because it's going to reduce a lot of traffic and I am not going to be stuck in it at just a few blocks from my home. Please approve it soon.

Response P402-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P403 – Ana C. Sorto

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P403

Comment P403-1 I support the Gondola Project because it is beneficial to all, especially because it will reduce traffic in my area and transportation to the stadium will be faster, just 7 minutes and it takes 30 to 40 people per gondola.

Response P403-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P404 – Maria Orozco

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P404

Comment P404-1 I support it because traffic will move faster.

Response P404-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P405 – Roberto Vucio

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P405

Comment P405-1 It is a good idea for all, less traffic, a lot of business

Response P405-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P406 – Jose Flores

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P406

Comment P406-1 I support the Gondola Project because it is beneficial to us, especially in terms of traffic and transportation.

Response P406-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P407 – Rosaura Ulloa

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P407

Comment P407-1 To me, it is a very good idea, there will be less traffic and everything will be better for businesses, there will be a lot of business, so it is a very good idea for all.

Response P407-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P408 – Guillermina Martinez Hernandez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P408

Comment P408-1 A very good option to reduce traffic and clean up the environment, because it does not pollute, it is also very quiet and it will take only 7 minutes to get there, while the bus departing from Union Station takes between 30 and 40 minutes to arrive there. Please approve it.

Response P408-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P409 – Trinidad Zesate

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P409

Comment P409-1 I love the project. I already want it to be ready to take my family for a ride. And I like even more the fact that it will be free for all the residents in the area.

Response P409-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment Letter P410 – Evangelina Zesate

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P410

Comment P410-1 I support the project, it is something I like a lot and it is free for us, the residents of the area, build it soon so I can take a ride.

Response P410-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment Letter P411 – Elizabeth Acevedo

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P411

Comment P411-1 I support this project because there will be less traffic in this area and people will be arriving faster to the stadium.

Response P411-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P412 – Jessica Suarez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P412

Comment P412-1 It is a very good idea to build the gondola so it can get people faster to their workplaces or wherever they want to go. There is a lot of traffic on the street. There won't be any smog with the gondola.

Response P412-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P413 – Reina Rodriguez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P413

Comment P413-1 The gondola can reduce 3,000 car rides, it can connect the public transit system, including the region and the bus lines, and it can make access to the park easier.

Response P413-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P414 - Maria Martinez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P414

Comment P414-1 Very good project, I like the idea of the gondola a lot to make the city better and have cleaner air, very good progress.

Response P414-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P415 – Mariol Ojeda

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P415

Comment P415-1 A great idea that would benefit all the surrounding community and the riders who are in transit or are going to work in the area, because it would reduce a lot of traffic, I already want to see this project and ride in it.

Response P415-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P416 - Maria Areola

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P416

Comment P416-1 I support the project because traffic is going to be reduced, resulting in cleaner air and a better life. I have heard about this project for many years now, please start building it.

Response P416-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P417 – Alicia Ojeda

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P417

Comment P417-1 I support it because there will be less traffic in the area, because whenever there are games played, it is impossible to get to our homes. We are no longer going to be stuck in the traffic. Please approve it.

Response P417-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P418 - Manina Huna

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P418

Comment P418-1 It is true, as shown in the Los Angeles Aerial Rapid Transit Project.

With this project, businesses will have more sales in general in each of the stations. Gondola rides will have panoramic views.

This will be amazing for many people. I personally have talked about it with my friends and they are really excited to have this project ready!

This trend shows positive growth.

Response P418-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P419 - Carifina Caro

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P419

Comment P419-1 I support the gondola because it will reduce the number of parked cars in my neighborhood, there will be less traffic and air will be cleaner and pure. It will reduce traffic in the area and it will be free for the residents of the area.

Response P419-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gases through reduced vehicular travel. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment Letter P420 - Maria Mosqueda

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P420

Comment P420-1 I support this project because it will benefit my community a lot. Currently, whenever games are played, we can't go anywhere because we just get stuck in traffic and then we can't find any parking; with this means of transportation, we expect that people take the bus, train or metro link to Union Station, and then the gondola, thus preventing them from parking in our neighborhood.

Response P420-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P421 – Barbara Da

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P421

Comment P421-1 Great, idea, gret process

Response P421-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P422 – Ricardo Garcia

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P422

Comment P422-1 It is a very good idea to build the gondola, so people can have faster and safer transportation, while reducing traffic in the street and smog...

Response P422-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P423 – Isabel Hernandez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P423

Comment P423-1 I support the gondola because we will commute faster; I suffer from stress and this will help me get to the stadium faster. Here, it is very difficult to find parking and this will help to prevent people from parking in our neighborhood. I rode the one in Chicago and I liked it a lot, I am telling you, approve it soon.

Response P423-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P424 – Jose Leja

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P424

Comment P424-1 I support the gondola.

Very good idea to reduce traffic.

Response P424-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P425 – Gloria Tucay

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P425

Comment P425-1 Great idea for the Aerial Rapid transit:

Could help with traffic relief in that part of LA

Good for environment because it is electric (pollution)

Quiet transportation because it is electric

Creates jobs or retains jobs to run the ART

Reliefs parking in the Dodgers Stadium for not only Dodger Baseball but other stuff going on in the stadium. This will relief some late night traffic in those residential area around stadium.

Response P425-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P426 – Victoria Tucay

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P426

Comment P426-1 I believe the gondola will be a great idea for many reasons. Some of those reasons are less traffic in that populated area of LA. It will also minus the amount of population due to it being electric. Also I believe it will open up parking in Dodger Stadium.

Response P426-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P427 – Breeana Ramos

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P427

Comment P427-1 I believe the Aerial Rapid Transit project is a good idea because it would help reduce LA traffic

It is also electric so less pollution in the city

Also will reduce traffic to the neighborhood around dodgers stadium. Give patrons a good nice view from Union Stadium to dodger stadium.

Response P427-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P428 – Jenny Rivera

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P428

Comment P428-1 Im in support of the Gondola because I believe it would help with traffic during games, Also it would be good for the air pollution, And I believe it could attract visitors from all around.

Response P428-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P429 – Jennifer Huerta

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P429

Comment P429-1 To whom it may concern I would like to say it would be a great thing to have this cause of transportation with so much traffic issues no only that it will create more jobs for people and it also would be nice to have in our city.

Response P429-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P430 – Sofia Rivera

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P430

Comment P430-1 I think the gondola would be good for the community and also the traffic

Response P430-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P431 – Lisa Villarreal

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P431

Comment P431-1 Having the gondola would be great addition to Los Angeles.

Response P431-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment P431-2 It will take less time to get to the Stadium, its emissions free. Also free to the public. (Ticket Holders)

Response P431-2 The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P431-3 Thank you for taking my comment.

Response P431-3 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P432 – Rojelio Esperanza

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P432

Comment P432-1 I think it's a great idea. Hope to see it happen soon.

Response P432-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P433 – Gladys Torry

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P433

Comment P433-1 Aerial transit, best idea ever,

Response P433-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P434 – Maria Vargas

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P434

Comment P434-1 I like the idea because there will be less traffic, the ticket is free for those who live in the area and it does not pollute.

Response P434-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P435 – Ramona Gonzalez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P435

Comment P435-1 Excellent idea, I approve it 100%, please support this project immediately.

Response P435-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P436 – Yadira Quintero

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P436

Comment P436-1 It will improve traffic a lot and I like that because it is very difficult to live in the area during game season.

Response P436-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P437 – Maria A Coulveros

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P437

Comment P437-1 It will help a lot to improve traffic and there will be more parking spots for us who live here.

Response P437-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P438 – Martina Zuniga

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P438

Comment P438-1 I agree with the project because people won't be parking in the neighborhood, it is very difficult to find parking when a game is played, but with this there won't be any problems.

Response P438-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P439 – Cristian Mara

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P439

Comment P439-1 Love the idea of how quick this is going to get there and hopefully helps with the fans no parking in area no more.

Response P439-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P440 – Araceli Rico

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P440

Comment P440-1 I like it because now the traffic is very bad, but it will be less and I think there will be fewer accidents.

Response P440-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P441 - Jesus Rico

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P441

Comment P441-1 Excellent, I have heard about this for a long time and nothing has been done. I agree 100% and I hope it will be built soon.

Response P441-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P442 – Pablo Covarrubias

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P442

Comment P442-1 Everything is very good, less pollution and fewer problems.

Response P442-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P443 - Teresa Covarrubias

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P443

Comment P443-1 We will be saving a lot of traffic, we won't have to stay at home whenever a game is played and we will be able to go somewhere without worrying.

Response P443-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P444 – Viet Tsan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P444

Comment P444-1 I am greatly support this project w. no condition

Response P444-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P445 – Kin Tsan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P445

Comment P445-1 It is a really good idea. Thanks Metro

Response P445-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P446 - Qun Hua He

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P446

Comment P446-1 I am surely opposing it. The government had better build low-income housing for seniors. Thanks a lot!

Response P446-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P447 - Maribel Precead

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P447

Comment P447-1 My comment is that the gondola will provide a very good service to the community, because the service can be accessed by anyone who wants to use it. First, it would prevent traffic jams and the ride in the gondola would be very comfortable and using the service would be a good experience.

Response P447-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P448 - Kio Chi Ye

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P448

Comment P448-1 I strongly support the gondola

Strong support Gondola

Response P448-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P449 - Liping Ma

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P449

Comment P449-1 Support aerial transit

Support Aerial Rapid Transit

Response P449-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P450 - Amie Wu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P450

Comment P450-1 Support aerial rapid transit

Response P450-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P451 – Tay Saek You

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P451

Comment P451-1 I agree with building the LA Aerial Rapid Gondola. This will improve traffic and the environment.

Response P451-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P452 – Huang

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P452

Comment P452-1 I agree with the construction of the LA aerial gondola. It will further improve the city infrastructure.

Response P452-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P453 – Huang Im Bo

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P453

Comment P453-1 I agree with building the LA Aerial Rapid Gondola. This will bring more people to Chinatown businesses.

Response P453-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P454 – Hz Liu Zhang

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P454

Comment P454-1 I agree with building the LA Aerial Rapid Gondola. This will generate more business for Chinatown. It also can improve the environment and traffic, and beautify the city. It will advance the urban infrastructure.

Response P454-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P455 – Qing Hing

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P455

Comment P455-1 I strongly support. May Chinatown prosper and business boom.

Response P455-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P456 – Ruo Shun Hu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P456

Comment P456-1 I strongly support. May Chinatown prosper and business boom.

Response P456-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P457 – Ming Hui Liu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P457

Comment P457-1 Being a resident of LA Chinatown, I greatly welcome the gondola project and support it. Hope it can drive economic growth.

Response P457-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P458 – Zahira Yacoub

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P458

Comment P458-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium) due to lack of transparency!

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

Response P458-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public comment during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0 Costs and Financial Analysis, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P458-2 The community has been neglected and our voices have not been heard. No one asked us our vision for our community. NO ONE!

Response P458-2 Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the

proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements.

Comment P458-3 We never asked for this project. We don't need or want this project. We don't need more GENTRIFICATION and displacement in this area! #stopthegondola

Response P458-3 Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement.

Comment Letter P459 – Susannah Lowber

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P459

Comment P459-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

It will not relieve traffic but be a huge eye sore obstructing nature. If metro really wants to relieve traffic at dodger stadium how about more shuttles and metro bike docks in The stadium and a bike lane from chinatown to them. Currently there is only one bike rack at dodger stadium. Hundreds of people could be biking in which is better for traffic, and the environment. Metro should be thinking about progressing the city with climate friendly low impact solutions.

Response P459-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Appendix C, Visual Impact Assessment, of the Draft EIR. As discussed in Section 5.0, Corrections and Additions, of the Final EIR, the proposed Project would provide a mobility hub at the Dodger Stadium property to provide connectivity to Elysian Park, the City's second largest park, comprising 575 acres, and the surrounding communities. Outside of game day periods, passengers would be able to access a suite of first/last mile multi-modal options, such as a bike share program, and individual bike lockers to access Elysian Park and other nearby neighborhoods, including Solano Canyon. Also, refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P459-2 There is already a shuttle from union station for people to take. The gondola will be a novelty people will ride it once or twice put it on instagram and never think about it again meanwhile park users below will have it disrupting time in nature.

Response P459-2 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's

ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project's ridership model which is based on extensive data sources and assumptions validated by data. Metro hired Stantec to peer review the transportation analyses conducted for the proposed Project, including Section 3.17, Transportation, and Appendix N, Transportation Appendices of the Draft EIR.¹ Stantec is an internationally-respected global design and delivery firm that provides transportation engineering and planning services among its many service lines. Stantec concluded that the proposed Project ridership forecasting model and the model inputs and data sources were credible, defensible, and appropriate to use for the analysis and that they agreed with the ridership forecasts in the Draft EIR. The average estimated ridership of the proposed Project (6,000 in 2026 and 10,000 in 2042) is greater than the average number of Dodger Stadium Express riders per game from LAUS (1,845). The methodology for estimating the ridership and vehicle miles traveled (VMT) reduction benefits for the proposed Project is outlined in pages 3.17-26 through 3.17 30 and pages 3.17-34 through 3.17-38 of the Draft EIR. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential and open space uses. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts, including to Los Angeles State Historic Park. As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system. The proposed Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging,

¹ Stantec. 2023. Memo to Holly Rockwell Regarding Los Angeles Aerial Rapid Transit (LA ART) Project Transportation Analysis Peer Review.

walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park.

Comment P459-3 The community has been neglected and our voices have not been heard. No one asked us our vision.

This will be a huge disaster and disgrace if it moves forward.

Response P459-3 Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team’s outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project’s features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project’s opportunities for public testimony during the Draft EIR public review period. During the public review period, comments on the Draft EIR could be submitted in writing via email or mail, by phone, and in writing or verbally during the four public hearings. Interpretation was provided in English, Spanish, Mandarin, and Cantonese during all four public hearings, with interpretation provided in Taishanese during the final two public hearings. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice, how the proposed Project supports Metro’s goal of prioritizing equity opportunities, is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment, how the public outreach for the proposed Project was designed with environmental justice principles in mind, how the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region’s most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety, and how the proposed Project is designed to be ADA compliant.

Comment Letter P460 – Andy Wong

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P460

Comment P460-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). As a frequent user of the LA State Historic Park (the "Park"), current resident and home owner in Echo Park, I will be impacted by this prospective project. I am also a Dodger fan and am a season ticket holder and would not use the Gondola to go to Dodger Stadium. I don't drive to Dodger Stadium; I mostly walk to the Stadium and if I don't, I either take the existing Union Station shuttle or ride my bike. I personally do not want or need the Gondola. The stated benefits and upside of the Gondola are heavily outweighed by the costs and downsides. I am deeply concerned about this project for various other reasons:

Response P460-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. This comment also provides a general introduction to the comments raised in this letter. Responses to the comments contained in this letter are provided below in Responses P460-2 through P460-7. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment P460-2 This project will lead to future commercial development in Chavez Ravine, without community input and without disclosure to the community.

Response P460-2 Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property, for discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period.

Comment P460-3 Chavez Ravine already has a negative history related to displacement caused by the construction of Dodger Stadium and the Gondola potentially will repeat the same mistakes. This includes displacement and increase rent in the area. I am Chinese American, immigrated from Hong Kong many years ago and first lived in Chinatown near where the Gondola is planned.

Response P460-3 Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine.

Comment P460-4 The community in Chinatown will be negatively impacted by the Gondola and this community must be heard and considered. The community has been neglected and our voices have not been heard. No one asked us our vision for our community.

Response P460-4 Refer to Topical Response C, Project Features, discussing the proposed Project's potential partnerships with and benefits to local businesses. As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project creates a first/last mile transit link for residents and businesses within Chinatown while unifying and connecting communities through transit mobility access. This new mode of transportation will expand rider access to the regional transit system by attracting new visitors including Dodgers fans, and represents an opportunity for additional visitors along the proposed Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential partnerships that drive customers to Chinatown and other businesses along the proposed Project alignment, which, consequently, adds revenues to these small businesses in the communities the proposed Project hopes to serve. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90 day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment P460-5 The Gondola Project's enormous towers will cause aesthetic impacts in my community. Even though it is only on the south side of the Park, the Gondola will still

negatively affect the views from the Park and generally affect the experience of visitors to the Park.

Response P460-5 Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of the location and design of the Alameda Tower, Alpine Tower, and Stadium Tower. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project's towers, which would be less than significant, and for visual simulations of the proposed Project's towers. The Alameda Tower's modern architectural style is evident and would complement the buildings within The California Endowment. The neutral light-tone gray color scheme of Alameda Tower was designed for consistency with the surrounding urban environment, and to not distract from visually distinct structures such as the United States Post Office Terminal Annex building. Alpine Tower would consist of a neutral light-tone gray color scheme that would provide visual lightness to the form and their design would complement the existing buildings in this area, as well as not distract from the visually distinct Chinese architecture within this area. Stadium Tower would consist of an architectural design that provides visual lightness to the form to complement the existing buildings in this area. In addition, the neutral light-tone gray colors and material finishes of the Stadium Tower were selected to complement the surrounding urban environment, and to not distract from existing visually distinct structures, such as Dodger Stadium. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant, including at the Park. Regarding scenic vistas, as analyzed in the Draft EIR, there are no designated scenic vistas present in the area of potential impact. However, the Project area provides views that are considered scenic by certain viewers, including views of the downtown Los Angeles skyline, LAUS, El Pueblo, Los Angeles State Historic Park, Arroyo Seco Parkway, Dodger Stadium, and the mountains that make up the Transverse Ranges, including the San Gabriel and San Bernardino Mountains. Specifically, as it pertains to Los Angeles State Historic Park, the open views of the Park, as well as the view of the downtown Los Angeles skyline, make the Park "visually memorable." As discussed in Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, views considered to be scenic locally would not be substantially impacted. In addition, while views from the Park toward the surrounding existing urban landscape exhibit various visual values, the proposed Project would not substantially impact these views as shown in the simulated views. Therefore, the proposed Project would not block any designated scenic views, alter a designated scenic area, or block panoramic views, and impacts to scenic or panoramic views would be less than significant. Refer to Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations,

of the Draft EIR, for discussion of the footprint of the proposed Project in the Los Angeles State Historic Park. With the small footprint of the proposed Project's Chinatown/State Park Station, and the required clearances and the height at which the cabins would cross over the Park, the ability to use the vast majority of the Park would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park.

Comment P460-6 This project will increase the impacts of air pollution from vehicle emissions in an area already overburdened by air emissions and in an area that has an established and very popular and treasured park that serves as a respite for community members to seek peace, nature and cleaner air and natural environments. The Gondola would negatively impact this and is not worth any perceived benefit of this form of transportation.

Response P460-6 The proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel are discussed in Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR. The proposed Project would improve mobility and accessibility for the region by connecting LAUS to Dodger Stadium via an aerial gondola system, including an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. Given the capacity of this system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days, thereby reducing VMT and GHG emissions. Accordingly, the proposed Project would result in air quality benefits to the surrounding communities. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts, including to Los Angeles State Historic Park.

Comment P460-7 Metro went forward with this project without an open public process and without competitive bidding. I don't understand the ownership or operation of the project because the details have been hidden from the community. Who is paying for this project? Will taxpayers be left holding the bag? I do know that Frank McCourt has proven from his ownership of the Dodgers that his ethics, business practices and

motivations are questionable. I just don't think he should be unjustly enriched by allowing the Gondola to move forward. I just don't trust that he is motivated by addressing transportation and congestion issues and this project is almost all motivated by his commercial interests. The public should not pay for this either in direct funding (tax dollars) or the other costs my comments and others have identified.

Response P460-7 This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project. Refer to Response P460-4 for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period and the outreach and community engagement during the Draft EIR scoping period. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P461 – Andrew Beck

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P461

Comment P461-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P461-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P462 – Adrian Herrera Jr

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P462

Comment P462-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P462-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P463 – Jacqueline Lam

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P463

Comment P463-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P463-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P463-2 I feel like it's disgusting for Metro to move forward with this development without including the people in the community, especially those who will directly be effected by the building of this development. It will also increase the impacts of air pollution and overburden the community it resides in. This is unfair to our taxpayers, it is unfair to our people.

Response P463-2 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately after the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N,

Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P464 – Jacqueline Lam

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P464

Comment P464-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

This development does not directly serve the community. It will directly harm it. We do not need a large gondola, we need more laundromats and hospitals in Chinatown. We need community serving developments. Not a gondola that literally only takes you to the dodger stadium.

Response P464-1 This comment indicating opposition to the proposed Project is noted and will be provided to the decision makers for review and consideration. Refer to Topical Response C, Project Features, for discussion of the potential added benefits from the proposed Project. The proposed Project would provide numerous benefits to local businesses in El Pueblo, Chinatown, and other areas along the proposed Project alignment, including through potential partnerships with these businesses as well as by providing an accessible and affordable mobility option for employees and area residents. Refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project would not preclude development of uses including healthcare facilities in the surrounding communities. Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of how the proposed Project's intermediate Chinatown/State Park Station near the southernmost entrance to the Los Angeles State Historic Park would be located within a short walk to many Chinatown businesses and Metro's L Line (Gold), creating a stronger connection with the Metro L Line and enhancing transit access to the Los Angeles State Historic Park, Mission Junction, William Mead Homes, and the Los Angeles River. Compared to the Metro L Line (Gold), accessible at the Chinatown Station, the proposed Project's Chinatown/State Park Station would be closer to the Los Angeles State Historic Park, the shorter headways would result in more frequent service, and the travel time would be less.

Comment Letter P465 – Hillary Barker

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P465

Comment P465-1 I am writing to voice my strong opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I find it appalling that the LA Metro is making deals with billionaires to fund this vanity project, while the voices of working class people who rely on public transit are being ignored. This is not what the people need or want. This is a shameful use of public resources.

Response P465-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project

stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P466 – Margaret Reardon

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P466

Comment P466-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). There are many reasons for which I am proposed. As a case manager for clients experiencing housing insecurity, I am concerned about the displacement and increased cost of rent spurred by this project.

Response P466-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement.

Comment P466-2 As a climate advocate, I know that this project will increase the impacts of air pollution from vehicle emissions in an area already overburdened by air emissions. This is unacceptable.

I demand change.

Response P466-2 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. The proposed Project would improve mobility and accessibility for the region by connecting LAUS to Dodger Stadium via an aerial gondola system, including an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. Given the capacity of this system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days, thereby reducing VMT and GHG emissions. Accordingly, the proposed Project would result in air quality benefits to the surrounding communities. The lifetime emissions of the proposed Project over its useful life would be a reduction of 166,653 MT CO₂e. The lifetime VMT reduction of the proposed Project would be a reduction of 129,629,500 VMT. Emissions are decreased through reducing vehicle miles travelled. The

proposed Project would result in a net reduction in criteria pollutant emissions by reducing vehicle miles travelled. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities.

Comment Letter P467 – Robert Brunson

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P467

Comment P467-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

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

Response P467-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P468 – Ben Wendel

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P468

Comment P468-1 As a long-time LA resident, Dodgers fan, and transit enthusiast, I fully support LA Aerial Rapid Transit. Los Angeles must build much more transit in general, but especially transit that will take people where they want to go. The ART will cut down on emissions and traffic, a win-win for drivers, pedestrians, cyclists, and all others.

The Gondola will become an iconic part of LA infrastructure, as iconic as Dodger Stadium itself. It will bring tourist revenue as well as revenue from baseball fans visiting businesses around Union Station.

Build it, please.

Response P468-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P469 - Kathie Tetreault

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P469

Comment P469-1 I support the innovative and beneficial zero emission Gondola project, and I appreciate the goal of 35%, it's unprecedented for local, small, diverse, and DVBE businesses. We need economic recovery and this project can help. I know this project will be very beneficial to the community, as I grew up outside of the stadium and commuted into downtown for work and to meet friends.

Response P469-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P470 - Vicki & Steve Rank

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P470

Comment P470-1 Please DO NOT allow Frank Mc Court to do anymore damage to this city, our California State Historic Park, Chinatown, and the residents/taxpayers of The City Los Angeles. Can we really trust him after what happened to the Los Angeles Dodgers under his ownership? Does he have our city's best interest in mind ? Or is this just another way for him to enrich himself to make money off the land, the parking lot he still owns at the top of Dodger Stadium.

This could be an even bigger land grab, than what was once a quiet, under-served, unnoticed neighborhood in Elysian Park, CHAVEZ RAVINE!

Response P470-1 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property, for discussion of how the proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine.

Comment P470-2 Where are the cars going to park to take the Gondola ride?

Response P470-2 Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines ("TAG"). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project's potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified.

Comment P470-3 What our city needs is to have a firmer grip on installing a well organized Park and Ride system, as there is at the Hollywood Bowl, Greek Theatre, and LA County Arboretum for it's 2plus Lightscape event and more.

Metro and LA City leaders need to get creative using the land, on the ground, not up in the air! With the money that is proposed for this FLAWED LANDGRAB, to benefit a

man(?) that ran the Dodgers into the ground for his own personal enrichment. Think multiple beach houses, city houses, luxury vacations, jewels, cars. Dining Etc.

This is the worst, horrible, most unbelievable idea, that more than reduces the pain and UNFAIRNESS of what was taken away from the residents of Chavez Ravine!.

This deal wreaks of self enrichment, over the well-being for all the people living in the neighborhood, and all those who visit and use the parks and land, in the surrounding areas! ALL of L.A City is completely affected by this plan. Only someone like Frank McCourt, the Stadium parking lot landowner, could think of something as deceitful as this “giveaway” that is being proposed!!!

Oh sure he’s thinking of us, climate change and traffic\$\$\$\$\$

Response P470-3

As discussed in Topical Response H, a system of buses from numerous remote locations throughout the Los Angeles region to and from Dodger Stadium events would require a substantial increase in the number of buses which, similar to expanding the fleet for an expanded Dodger Stadium Express service, would result in a fleet of buses that would either be underutilized most of the time or regular Metro bus service that utilizes these vehicles would be disrupted every time a Dodger game or event at the stadium is held. Such a service would also incur substantial costs in paid time and mileage for driving empty buses out to the remote locations before a game and back from the remote locations after a game and paid idle time during the game. Buses from a variety of remote locations would also need to travel in rush hour congestion to get to Dodger Stadium. With limited regional facilities that provide bus only lanes that these services could utilize, they would not materially improve transit travel time compared with driving. For example, the current Dodger Stadium Express service from South Bay serves a broad area of southern Los Angeles County at stations spread across eight miles, is free, and travels on a priority lane within the I-110 freeway median for most of its trip, but the South Bay Dodger Stadium Express carried an average of only 415 passengers per game in 2019, which is substantially lower than the ridership of 1,895 riders per game on the LAUS Dodger Stadium Express. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project, which would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project’s system, approximately 20 percent of the fans could take aerial transit connected to Metro’s regional transit system. This would reduce vehicular congestion

in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine.

Comment Letter P471 - Veronica L.

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P471

Comment P471-1 It's my understanding that the ELDP requires transcripts of each meeting to be produced and made available to the public in the running administrative record. So far, I don't see any on the website or in the dropbox files. Please advise where I can locate them. If not available online, please advise when they will be produced for public access.

Response P471-1 Refer to Appendix B, Public Hearing Transcripts, of this Final EIR, for the transcripts required pursuant to Public Resources Code section 21168.6.9(e)(4), which requires the “transcript of the hearing to be included as an appendix to the final environmental impact report.”

Comment P471-2 Aside from appearing in person, will options be provided for remote appearance via video or teleconference? If so, please provide those. I also respectfully request you include such information on the website for those of us that may not have received notice with this information.

Response P471-2 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project’s opportunities for public testimony during the Draft EIR public review period. During the public review period, comments on the Draft EIR could be submitted in writing via email or mail, by phone, and during the four Public Hearings. Comments on the Draft EIR could be submitted by email to LAART@metro.net, by mail to One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or over the phone by calling (213) 922-6913. Comments could also be submitted at each of the four public hearings. At virtual public hearings, comments could be given verbally. In light of the disruptions at the January 12, 2023, public hearing, Metro provided a fourth public hearing by way of a virtual public hearing held on February 8, 2023. Verbal comments made at the virtual February 8, 2023 public hearing were deemed timely submitted for the purposes of the Draft EIR public review period. At the two public hearings held in person, comments could be submitted either in writing on forms provided by Metro, or verbally to the court reporters who were set up at a “comment station” in the venue. Written comment forms provided instructions on how to comment on the Draft EIR in English, Spanish, and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during all four public hearings, with interpretation provided in Taishanese during the final two public hearings.

Comment Letter P472 - Judy Kameon

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P472

Comment P472-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). There are many areas of concern:

Response P472-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. This comment also provides a general introduction to the comments raised in this letter. Responses to the comments contained in this letter are provided below in Response P472-2 through P472-6.

Comment P472-2 1) Who is funding this project?
2) What are the real costs?
3) Is this an equitable solution for the level of investment required?

Response P472-2 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P472-3 4) How will this be used for non-game days?

Response P472-3 Refer to Section 2.01, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. The proposed Project allow all residents, employees, and businesses

located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the proposed Community Access Plan.

Comment P472-4 5) Will there be further development of Dodger Stadium for non-Stadium events, retail, housing?

Response P472-4 Refer to Section 2.0, Project Description, of the Draft EIR, for a description of the proposed Project, an aerial gondola system intended to be the first permanent transit connection to one of the region's most visited venues. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property.

Comment P472-5 6) How will this affect the State Historic Park, Union Station and the surrounding community?

Response P472-5 As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts, including to LAUS, Los Angeles State Historic Park, and the surrounding community. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment P472-6 It is difficult to understand the expense of the proposed gondola and all of the impacts based on the little bit of information provided. Further discussion and study should be given to such a monumental proposal.

Response P472-6 The Draft EIR includes 7,877 pages of detailed analysis from experts in their respective fields, intended to provide the public and decision makers the information that they need to meaningfully consider the proposed Project's potential environmental

impacts, as well as a shorter executive summary that explains the analysis and conclusions in clean and simple language. Accordingly, the Draft EIR more than adequately complies with CEQA's requirements for a Draft EIR. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P473 - Kya-Marina Le

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P473

Comment P473-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). As someone who works in the community, I, Kya-Marina Lê, will be impacted by this project. I am concerned about this project for the following reasons:

Response P473-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. This comment also provides a general introduction to the comments raised in this letter. Responses to the comments contained in this letter are provided below in Response P473-2 through P473-6.

Comment P473-2 The Gondola Project's enormous towers will cause aesthetic impacts in my community. I am concerned that the towers will obstruct views, and that the gondola cars will be used for advertising and electronic billboards which will bring light pollution to the surrounding neighborhoods.

Response P473-2 Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of the location and design of the Alameda Tower, Alpine Tower, and Stadium Tower. Refer to Appendix F, Memo on Structural Engineering, of the Final EIR, for discussion of the structural design of the proposed Project's towers. As discussed therein, the towers would "meet the rigorous safety standards of applicable standards, requirements, and building codes, including all mandated standards addressing environmental factors such as wind and seismic effects and gravity forces, including all impacts from the height and tilt of the structures, to ensure structural integrity and safety." Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project's towers, which would be less than significant, and for visual simulations of the proposed Project's towers. The Alameda Tower's modern architectural style is evident and would complement the buildings within The California Endowment. The neutral light-tone gray color scheme of Alameda Tower was designed for consistency with the surrounding urban environment, and to not distract from visually distinct structures such as the United States Post Office Terminal Annex building. Alpine Tower would consist of a neutral light-tone gray color scheme that would provide visual lightness to the form and their design would complement the existing buildings in this area, as well as not distract from the visually distinct Chinese architecture within this area. Stadium Tower would consist of an architectural design that provides visual lightness to the form to complement the existing buildings in this area. In addition, the neutral

light-tone gray colors and material finishes of the Stadium Tower were selected to complement the surrounding urban environment, and to not distract from existing visually distinct structures, such as Dodger Stadium. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area.

Refer to Topical Response K, Signage and Lighting, for a discussion of how the proposed Project's Sign Concept Plan included at Appendix B of the Lighting Study, which is included in Appendix C, Visual Impact Assessment, of the Draft EIR, provides that across the entire proposed Project, including stations, the junction, towers, and cabins, the proposed Project is proposing static signage and digital signage. The digital signage would be limited to the Alameda Station and the Dodger Stadium Station. No digital signage is proposed on the exterior of the cabins. Signage proposed for the exterior of the cabins is static non-illuminated naming rights signage. In addition to the naming rights signage, the proposed Project is proposing that two cabins be designated for the display of community programming graphics and that one cabin be designated for the display of artwork by local arts collaborators.

Comment P473-3 The Gondola Project will impact historic and cultural resources such as the Los Angeles State Historic Park, historic Union Station, and the Pueblo de Los Angeles Historic Monument.

Response P473-3 The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to cultural resources, including the Los Angeles State Historic Park, LAUS, and El Pueblo in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project, and Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant, and all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation.

Comment P473-4 This project will lead to future commercial development in Chavez Ravine, without community input and without disclosure to the community given that this project has set an example of bypassing community input.

Response P473-4 Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property, for discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the

existing stadium uses on the Dodger Stadium property. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment P473-5 This project will lead to displacement and increase the cost of rent in the area.

Response P473-5 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement.

Comment P473-6 We never asked for this project. We don't need or want this project.

Response P473-6 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding community. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment,

including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements.

Comment Letter P474 - Crystal Cantoran

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P474

Comment P474-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I believe this project will displace families and other community members. Instead money should be allocated to the community to invest in education and other employment opportunities.

Response P474-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment Letter P475 - Kanaka Luna

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P475

Comment P475-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P475-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P476 - John Clement

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P476

Comment P476-1 I'm against the Gondola Project because the city has failed to be transparent with the funding for the project. And if tax dollars are going to be used those same tax dollars will have a greater and longer lasting impact on the homeless & mental health crisis tearing this city apart.

Response P476-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, and Topical Response N, Environmental Justice, for discussion of how the proposed Project will not displace housing, prevent planned housing, or preclude development of uses including housing and/or healthcare facilities in the surrounding communities.

Comment Letter P477 - Erica Carlos

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P477

Comment P477-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P477-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P478 - Louie Mora

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P478

Comment P478-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P478-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P479 - Roxanna Rendon

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P479

Comment P479-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P479-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P479-2 As a resident of Los Angeles County I am concerned for the local residents, this project will affect, the traffic that will increase in the Chinatown area, they will be displaced and impacted by the increase of traffic. Where is the concern for the local residents who live there.

Response P479-2 Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the *Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment*, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. Refer to Topical Response N, Environmental Justice, for discussion of how no displacement of existing residences or housing would occur in connection with the construction and operation of the proposed Project, which would operate primarily over the public ROW and publicly owned property to minimize aerial rights requirements over private properties, taking into account existing and future adjacent land uses. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities.

Comment P479-3 This money should be used more effectively towards local residents or los angeles county public transportation that could always use improving. A gondola is waste of money and space, it will take of the LA historic park and put unsightly poles for this gondola. None of this project reflects how the residents will be impacted and only focuses on tourists or fans who don't live in the area. A very disappointing project.

Response P479-3 As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los

Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system. The proposed Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the park. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the proposed Community Access Plan. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P480 - Vanessa Abrego

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P480

Comment P480-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P480-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P481 - Nanci Ochoa

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P481

Comment P481-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project (The Gondola at Dodger Stadium). As a resident of neighborhood community I am concerned about this project. I foresee the environmental impacts being detrimental to the community and it's surrounding ecosystems. The people in the community have already had historical trauma for the initial choice of profit over people when their homes were destroyed in order to build dodger stadium and does not make sense to continue this unjust path. I foresee opening the door to further commercial development without community involvement and consent. There is a lack of transparency for this project from the very beginning stages and wonder whose interest is really at heart. I urge you to stop the construction of the Gondola.

Response P481-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property.

Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach

meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding and during the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment Letter P482 - Jessica Sanchez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P482

Comment P482-1 I am writing to oppose the gondola project I believe that the city has not been fully transparent with us about the funding . This is just another way to spread the already heavy gentrification going around the city and the displacement of people in small businesses and families living around the area . This in no way will benefit any one else other than dodger stadium and the people fighting for it .

Response P482-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would provide numerous benefits to local businesses in El Pueblo, Chinatown, and other areas along the proposed Project alignment, including through potential partnerships with these businesses as well as by providing an accessible and affordable mobility option for employees and area residents.

Comment Letter P483 - Camille Suarez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P483

Comment P483-1 I am a resident of Chinatown, public transit rider, and a frequent visitor of the LA Historic State Park. I writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). THIS IS A BAD IDEA! This project will not reduce traffic and it is ridiculous to invest billions of dollars in a project that does not serve the community. I am an avid Dodger fan and I use the Dodger Express to get to the stadium. The Dodger Express is a great way to get to the stadium meaning we DON'T NEED A GONDOLA.

Response P483-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Section 3.17, Transportation, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel.

Comment P483-2 My community fought for years for LA State Historic park and this project will harm historic and cultural resources such as the Los Angeles State Historic Park, historic Union Station, and the Pueblo de Los Angeles Historic Monument. There is limited green space in the community and LA Metro should not invest in the destruction of our green spaces.

Response P483-2 The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to cultural resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project, and Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant, and all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation.

Refer to Topical Response C, Project Features, for discussion of how the proposed Project would provide open space enhancements, including at the Alameda Triangle, the Los Angeles State Historic Park, and along the pedestrian pathway connecting Dodger Stadium Station and Dodger Stadium. As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square

feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system. The proposed Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park.

Comment P483-3 Do not encourage future commercial development in Chavez Ravine, without community input and without disclosure to the community.

DO NOT BUILD THE GONDOLA

Response P483-3 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. Refer to Topical Response C, Project Features, Appendix A, Public Outreach Report, of the Final EIR, and Appendix A, Scoping Report, of the Draft EIR, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities.

Comment Letter P484 - Ester Gonzales

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P484

Comment P484-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). This will impact my neighborhood of Lincoln Heights negatively. Stop McCourt from harming our neighborhood further.

Response P484-1 This comment indicating opposition to the Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P485 - Michelle Montenegro

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P485

Comment P485-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P485-1 This comment indicating opposition to the Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P486 - Caylin G

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P486

Comment P486-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). As a born and raised "Angeleno" I have seen the city change in many ways. Some ways positive, most negative. The LA ART Project is definitely amongst the negative possible changes of the city. It will impact our residents of Chinatown, women, children, elderly, small businesses who are already struggling for affordable housing and rents. In many ways LA ART is inefficient by not having environmental impacts in mind, parking in mind, or providing relief and affordable housing to our fellow Angelenos. I urge you to please reconsider this project and come up with something that works for the community and the goal of transportation.

Response P486-1 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response C, Project Features, for discussion of the potential added benefits from the proposed Project, including potential partnerships with and benefits to local businesses in Chinatown. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, and Topical Response N, Environmental Justice, for discussion of how the proposed Project will not displace housing, prevent planned housing, or preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural

Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines (“TAG”). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project’s potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified.

Comment Letter P487 - Gabriela Rosales

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P487

Comment P487-1 Hello! I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos. Nobody likes sitting in the traffic that's on Sunset Blvd during dodger games!

Response P487-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P488 - Ricky de Laveaga

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P488

Comment P488-1 How does one submit written comments on the Aerial Rapid Transit Technology LLC proposal? There is zero information on submitting written comment on <https://www.metro.net/projects/aerial-rapid-transit/#tell-us-what-you-think>

Response P488-1 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's opportunities for public testimony during the Draft EIR public review period. During the public review period, comments on the Draft EIR could be submitted in writing via email or mail, by phone, and during the four Public Hearings. Comments on the draft EIR could be submitted by email to LAART@metro.net, by mail to One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or over the phone by calling (213) 922-6913. Comments could also be submitted at each of the four public hearings. At virtual public hearings, comments could be given verbally. In light of the disruptions at the January 12, 2023, public hearing, Metro provided a fourth public hearing by way of a virtual public hearing held on February 8, 2023. Verbal comments made at the virtual February 8, 2023 public hearing were deemed timely submitted for the purposes of the Draft EIR public review period. At the two public hearings held in person, comments could be submitted either in writing on forms provided by Metro, or verbally to the court reporters who were set up at a "comment station" in the venue. Written comment forms provided instructions on how to comment on the Draft EIR in English, Spanish, and Chinese (Simplified).

Comment Letter P489 - Ana Silva

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P489

Comment P489-1 Good morning! I am writing today to vote NO for the proposed gondola project through Elysian Park to Dodger Stadium.

Response P489-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P489-2 I feel it would be harmful to the balance of the park. Birds, wildlife, bees, fauna- a project like this would be terribly disruptive, especially since there are already transportation options available that could be expanded without such harmful impact.

Response P489-2 As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts, including to Los Angeles State Historic Park. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment P489-3 I think residents of the neighborhood do not need thousands of people traveling over their backyards and peering in through their windows. The proposal says that it can carry 5000 people an hour to the stadium... for a venue that has a capacity of over 54,000- the math doesn't really add up in my opinion. I also feel it would pose a security risk. I am a Dodger season ticket holder, and a lifelong Angeleno- so I feel I really have an insight into this issue.

Response P489-3 Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. The proposed Project would be located in a densely-populated, urban environment surrounded by a variety of commercial, industrial, and residential development types. In this type of environment, it is common for public transportation, such as Metro's light rail, to be located adjacent to residential uses and modern aerial transit systems in other cities,

including Portland, Oregon, and New York City, operate adjacent to residential uses. Nevertheless, as discussed in Topical Response J, Gondola Design and Operations and Section 2.0, Project Description, of the Draft EIR, cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of how the proposed Project would carry up to approximately 5,000 passengers per hour per direction (pphpd). Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system.

Comment P489-4 I would prefer to see perhaps the Dodger Express program expanded and switch to hydrogen or electric busses. That would be less disruptive to the community and the beautiful natural landscape that is Chavez Ravine & Elysian Park. So once again, a very emphatic NO vote on this project!

Response P489-4 Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how electrification of the Dodger Stadium Express buses would not negate the operational issues associated with substantially expanding the Dodger Stadium Express. Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders traveling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region. Refer to Response 489-2 regarding how the proposed Project has less than significant operational impacts, including to parks.

Comment Letter P490 - Kelle Leonard

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P490

Comment P490-1 I think that the Aerial Rapid Transit (ART) project should not be allowed to move forward in any form for multiple reasons.

It is not meant to provide any useful public transportation to the local communities. It connects Union Station to only two points in LA, LA State Historic Park and Dodger Stadium. And the park is a rather flat and easy 15 minute/half mile walk from Union Station already.

Response P490-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the proposed Community Access Plan. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P490-2 It also can't even handle an effective capacity of people for events at Dodger Stadium. The ART's proposed maximum capacity of 5,000 people per hour is unlikely to make

a noticeable change in area congestion during events, as Dodger Stadium holds 56,000 people.

It would take ART more than 11 hours running at its most efficient to fill the stadium. People are not likely to arrive to events more than 2 or 3 hours in advance, allowing for at most 10-15,000 people to make use of it for events. This leaves 41-46,000 people to arrive as they have been, continuing to congest the surrounding area.

There would inevitably also be mass crowding at stations when late comers arrive as event start times approach. And even more so when the events end and those 10-15,000 people want to leave Dodger Stadium at once. Are people supposed to accept 2-3 hour waits to return to Union Station?

Response P490-2

Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of how the proposed Project would carry up to approximately 5,000 passengers per hour per direction (pphpd). Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of how queues would be managed by efficient vertical circulation and by staff at the station and due to the nature of queue formation, the pre-game/event passenger queues at the Alameda Station in 2026 are estimated to be largely contained on the platform and only minimally extend out into the planned LAUS Forecourt. More active queue management would become more frequently needed at Alameda Station as ridership increases toward the 2042 ridership projection of 10,000 riders, but even with the maximum queue length, a person at the end of the line would wait for an estimated maximum of seven minutes before boarding the gondola cabin. Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of how post-game queues at Dodger Stadium were estimated based on assumptions about the departure patterns and estimates of walk times from the various seating areas within the stadium. Based on current behaviors, game attendees gradually start leaving the game around 30 minutes before the end of the game. While most people would leave the stadium at the end of the game, given the crowd in the stadium and the distances from the various seating locations in the stadium, it would naturally take people seated the furthest away from the Dodger Stadium Station more time to walk to the station, much like how it is currently for passengers riding the Dodger Stadium Express. In addition, gondola passengers who would rather not join the line immediately to board the proposed Project in the post-game period could visit some of the entertainment amenities at the stadium, including at the Centerfield Plaza. Regarding the queue

waiting time, Dodger Stadium Express riders today wait in queues to board the service. As discussed in Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, the queues to board, loading times, and travel times for the Dodger Stadium Express are significantly longer and more variable as compared to the proposed Project. In order to quantify the existing service time needed to transport Dodger Stadium Express riders, Fehr & Peers observed four post-game time periods during the 2023 season. These observations indicate that riders are willing to wait for substantial periods of time after a game to board the Dodger Stadium Express, despite its slower travel time and long waits between buses, supporting the concept that riders would also be willing to wait after a game to board the proposed Project with its improved level of service. The post-game/event queue for the proposed Project would be constantly moving as cabins would depart every 23 seconds.

Comment P490-3 Besides there being no real community or logistical benefits to this project, it will also alter and demolish the landscape and structures in many historic and underrepresented areas, while interrupting countless views of the city. The only people who will benefit from this project are the private company, AART, who has proposed it, the contractors they would hire, and the owners of Dodger Stadium.

Response P490-3 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design

of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Section 3.05, Cultural Resources, Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project, and Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant, and all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P490-4 Metro needs to stop considering this unsolicited private developer cash grab disguised in the form of “transit.” Our city’s resources need to support real projects that benefit real Angelenos.

Response P490-4 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response A, SB 44, for discussion of how the proposed Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P491 - Petrona Garcia

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P491

Comment P491-1 I am a Los Angeles born and raised community member! I have a deep love for chinatown because that is where I would often go shopping with my family! Here I hold the most cherished moments of my childhood.

Response P491-1 This comment is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P491-2 As such, I know how impacted the chinatown community will be by this project. I writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). With growing pollution and environmental justice concerns this will only have disastrous affects on the local community. It will create hostile living situation and make the surrounding environment unpleasant for community members. Additionally this project has received zero feedback from the people! It is irresponsible to continue with this project solely based on the monetary gains! Listen to the community!!!!

Response P491-2 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice and how the proposed Project supports Metro's goal of prioritizing equity opportunities. The proposed Project is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment. Further, public outreach for the proposed Project was designed with environmental justice principles in mind. The proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety. The proposed Project is also designed to be ADA compliant. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the

Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P492 - Porsha Pearson

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P492

Comment P492-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). Please don't ruin LA State Historic Park by putting a ridiculous Gondola, which the community did not ask for, in the sky above it.

Response P492-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.16, Public Services, 3.17, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts, including to Los Angeles State Historic Park. As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system. The proposed Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the park. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to

neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding community. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements.

Comment P492-2 As a community member and property owner of Echo Park and DTLA, I am very concerned about how this project came about and who exactly is paying for it. If taxpayers are paying for it, then we didn't ask for it and don't want it. If the McCourts are paying for it, why would you want to partner with a family that has a history of mishandling finances and making the Dodgers the laughing stock of the sports world?

Response P492-2 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P492-3 I purchased a condo and moved to DTLA in 2006 and have enjoyed all the public transportation improvements that LA Metro has put in place since then. I am a regular user of public transportation, mostly bus and train, but also Metrobike and Metrolink occasionally. There are so many worthwhile improvements that could be done to our existing system instead of a Dodger Stadium Gondola. LA always gets ridiculed because of their low quality public transportation, and when I go to other cities, I get it. So please don't make it worse. Thank you.

Response P492-3 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors

drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential and open space uses. As discussed in the Technology Penetration Analysis, included in Appendix J, Greenhouse Gas Emissions Technical Report, of the Draft EIR, a large capacity for a new mode of transportation in Los Angeles will allow passengers to see the potential for other emerging innovations to be integrated into the public transit system, and the proposed Project would thus exemplify how alternative transportation technology can be integrated into a city's transportation infrastructure and will show that new technology can successfully operate in concert with other existing modes of transportation.

Comment Letter P493 - Armando Ruiz

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P493

Comment P493-1 I live and work in Lincoln Heights. I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). This proposed project is beyond disrespectful and needs to be halted asap. My neighborhood is currently being sold out by greedy developers and council members who don't care about the most vulnerable. This project will exacerbate the homeless problem in my community by pushing me and my community out of our homes. It's already difficult enough for us to make ends meet working full time and going to school. It's saddening to see those who are supposed to be there to help us only make things worse for the most vulnerable. Metro should be focused on creating free public transportation for all Los Angeles. This would help fight climate change and set the bat for the rest of the world. Please prioritize the most vulnerable, not the wealthy.

Response P493-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice, how the proposed Project supports Metro's goal of prioritizing equity opportunities, is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment, how the public outreach for the proposed Project was designed with environmental justice principles in mind, how the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety, and how the proposed Project is designed to be ADA compliant.

Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would

convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Comment Letter P494 - Laura Hayes

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P494

Comment P494-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P494-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P495 - Donna Harati

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P495

Comment P495-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P495-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P495-2 This project does not benefit the community: it will displace low income residents and small businesses and will bring in luxury apartments that do not address the housing crisis. I work in the area and the project will only add to traffic and congestion problems.

Response P495-2 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing. Refer to Topical Response C, Project Features, for discussion of the potential added benefits from the proposed Project, including potential partnerships with and benefits to local businesses. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the *Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment*, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. This partnership could include providing a free connecting Metro or Metro bikeshare ride with a ticket for the proposed Project, or other measures to further encourage a complete transit trip. By providing efficient, high-capacity, and faster alternative access to Dodger Stadium for games and special events, however, overall vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days would be reduced by the proposed Project because of game/special event attendees shifting to riding public transit rather than driving to Dodger Stadium.

Comment P495-3 There is little transparency with the project. I strongly oppose it.

Response P495-3 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to

Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period.

Comment Letter P496 - Jennifer Rodriguez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P496

Comment P496-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P496-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P496-2 I am a resident of Cypress Park and a cyclist/alternative modes of transportation advocate. Cypress Park is one metro stop away from Chinatown. The Gondola Project's will increase traffic around Chinatown and Union Station. This project is designed to displace traffic from Dodger Stadium and push it onto the surrounding communities. The existing traffic conditions are already difficult due to a lack of bike lanes, limited parking, and overall congestion and this project will make it worse.

Response P496-2 Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the *Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment*, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines ("TAG"). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project's potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and

other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P496-3 We never asked for this project. We don't need or want this project. Please listen to the community, the impacted residents, and think about who this project will benefit. If it doesn't benefit the current community and their way of life, don't impose another unwanted project on them. This community is lacking a grocery store, a gondola project will increase the impacts of air pollution from vehicle emissions in an area already overburdened by air emissions.

Response P496-3 Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project would not preclude development of uses including grocery stores in the surrounding communities. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gases through reduced vehicular travel.

Comment Letter P497 - Liliana Cortez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P497

Comment P497-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). As a resident of Council District 1, dedicated cyclist, and frequent park patron at Elysian Park, I, Liliana Cortez, will be impacted by this project. I am concerned about this project for the following reasons:

Response P497-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. This comment provides a general introduction to regarding the comments raised in this letter. Responses to the comments contained in this letter are provided below in Responses P497-1 through 497-7.

Comment P497-2 (1) The Gondola Project's push of traffic into surrounding neighborhoods will worsen air quality impacts from tailpipe emissions in an already overburdened community. As a cyclist and daily commuter, I'm directly exposed to exhaust fumes and being further exposed to them in an area with already dense traffic, this also impacts my personal health.

Response P497-2 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. By providing efficient, high-capacity, and faster alternative access to Dodger Stadium for games and special events, however, overall vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days would be reduced by the proposed Project because of game/special event attendees shifting to riding public transit rather than driving to Dodger Stadium. Moreover, the Draft EIR analysis reports that the proposed Project would reduce air pollutant emissions in the

area. As shown in Table 3.03-5, Maximum Mass Daily Emissions Due to Operation of the Project, of the Draft EIR, the proposed Project would result in a net reduction in criteria pollutant emissions in both 2026 (Build Out) and 2042 (Horizon Year) by reducing vehicle miles travelled and thereby decreasing emissions compared to existing conditions. As a fixed guideway transit project, providing new high-frequency high speed transit connections between the regional transit hub of LAUS and Dodger Stadium, the proposed Project is forecast to reduce vehicle miles travelled (VMT), as game and event attendees shift their travel mode from driving to Dodger Stadium to utilizing transit on the proposed Project. As an innovative transportation project that will reduce VMT over time, the proposed Project helps advance local and state climate and transportation policies (see Section 3.8.4 of the Draft EIR and Table C-1 through Table C-4 provided in Appendix J, Greenhouse Gas Emissions Technical Report, of the Draft EIR for additional discussion). The operational VMT and trips for the existing, Build Out, and Horizon Year that are used to calculate these mobile emissions are presented in Table A.2-3 of Draft EIR Appendix D, Air Quality/Health Risk Assessment Technical Report.

Comment P497-3 (2) The Gondola Project will increase traffic around Chinatown and Union Station. This project is designed to displace traffic from Dodger Stadium and push it onto the surrounding communities. The existing traffic conditions are already difficult because of lack of protected bike lanes for cyclists to help with the flow of traffic, these are already densely populated residential streets, and the high number of pedestrians in the area. This project will make these conditions worse and further exacerbate accidents involving distracted and impatient drivers against pedestrians and cyclists. Inclusively, my friends and I use the residential streets surrounding the area to reach Elysian Park so as to avoid high traffic streets where drivers are already driving at excessive and dangerous speeds.

Response P497-3 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project’s stations. This partnership could include providing a free connecting Metro or Metro bikeshare ride with a ticket for the proposed Project, or other measures to further encourage a complete transit trip. By providing efficient, high-capacity, and faster alternative access to Dodger Stadium for games and special events, however, overall vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days would be reduced by the proposed Project because of game/special event attendees shifting to riding public transit rather than driving to Dodger Stadium.

Refer to Topical Response C, Project Features, for discussion of how the proposed Project would include pedestrian access enhancements along the proposed Project alignment, including landscape and hardscape improvements, shade structures, and potential seating.

Comment P497-4 (3) The Gondola Project will impact historic and cultural resources such as the Los Angeles State Historic Park, the Historic Union Station, and the Public de Los Angeles Historic Monument. These are all places that I, as a local resident, enjoy visiting on a regular basis due to their historic nature and the efforts community leaders have put into preserving these historic resources. Do not ignore our pleas to preserve these historic monuments for the sake of a project that will further erode, destroy, and whitewash our city's history.

Response P497-4 The Draft EIR fully analyzed and addressed the proposed Project’s potential impacts to cultural resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project, and Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR’s analysis concludes that all potential impacts related to historical resources would be less than significant, and all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation.

Comment P497-5 (4) It goes without saying that this project will lead to increased displacement of long-time residents, many of whom are monolingual elders, and it will increase the rent cost of rent in the area.

Response P497-5 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro’s considerations regarding gentrification and displacement.

Comment P497-6 (5) *Metro went forward with this project without an open public process and without competitive bidding.* I don't understand the ownership or operation of the project because these details have been hidden from the community. Who is paying for this project? Who will pay for its maintenance? Will taxpayers such as myself be left holding the bag? The community has been neglected and our voices have not been heard. No-one asked us our vision for our community and our district, and whether it included a gondola in it.

Response P497-6 This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro’s sole source determination for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project’s capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project’s capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team’s outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project’s features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements.

Comment P497-7 *Most importantly: WE NEVER ASKED FOR THIS PROJECT. WE DON'T NEED OR WANT THIS GONDOLA.* Stop catering to a rich man who doesn't even go here. If we, the

residents of Los Angeles were able to deny a billionaire for mayor, we will deny Frank McCourt.

Response P497-7 Refer to Response P497-7 for an overview of the need for the proposed Project. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team’s outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project’s features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P498 - James Martin

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P498

Comment P498-1 Just visited the public viewing of the EIR. This thing is going to look horrible from the Historic Park. The consulting firm hired makes it seem really hideous. Awful. Please don't. Busy, not that useful, doesn't address the issue of traffic, the report is inaccurate.

Response P498-1 Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Regarding scenic vistas, as analyzed in the Draft EIR, there are no designated scenic vistas present in the area of potential impact. However, the Project area provides views that are considered scenic by certain viewers, including views of the downtown Los Angeles skyline, LAUS, El Pueblo, Los Angeles State Historic Park, Arroyo Seco Parkway, Dodger Stadium, and the mountains that make up the Transverse Ranges, including the San Gabriel and San Bernardino Mountains. Specifically, as it pertains to Los Angeles State Historic Park, the open views of the Park, as well as the view of the downtown Los Angeles skyline, make the Park “visually memorable.” As discussed in Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, views considered to be scenic locally would not be substantially impacted. In addition, while views from the Park toward the surrounding existing urban landscape exhibit various visual values, the proposed Project would not substantially impact these views as shown in the simulated views. Therefore, the proposed Project would not block any designated scenic views, alter a designated scenic area, or block panoramic views, and impacts to scenic or panoramic views would be less than significant. The proposed Project would also enhance the public realm, aesthetic lighting/signage, connections to open space, transit, and community facilities.

Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, and design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood.

Refer to Section 3.17, Transportation, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel.

Comment Letter P499 - Jana Rosenblatt

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P499

Comment P499-1 I whole heartily support the innovative and beneficial zero emission Gondola project, and I appreciate the goal of 35%, it's unprecedented for local, small, diverse, and DVBE businesses. We need economic recovery, and this project can help.

Response P499-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P500 - Susan Durbin

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P500

Comment P500-1 Morning my name is Susan Durbin, my phone number is area code 530 219 6237. I'm trying to find if comments on the DEIR for the Gondola project to Dodger stadium are being posted online by Metro as they are received since I would like to read them. Please get back to me, thank you.

Response P500-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Refer to the proposed Project's SB 44 website for correspondence related to the proposed Project, including comments on the Draft EIR.

Comment Letter P501 – Keiko Utsumi

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P501

Comment P501-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). As a resident of Los Angeles, someone who frequents Chinatown to visit family and be with community, I, Keiko Utsumi, will be impacted negatively by this project. I am concerned about this project for the following reasons:

Response P501-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. This comment provides a general introduction to the comments raised in this letter. Responses to the comments contained in this letter are provided in Responses P501-2 through P501-3.

Comment P501-2 Firstly, it's a gentrification project that will increase rent in the area, leading to displacement of local residents. It's an obvious ploy for further future development in the Chavez Ravine, though the community residents have not been involved in the decision making or input process, nor given proper or accurate disclosure. It is unacceptable that Metro moved this project forward WITHOUT an open public process or competitive bidding, making the whole thing confusing to community members who never asked for the gondola to be built.

Response P501-2 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under

CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately following, the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro’s website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings. This comment also raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro’s sole source determination for the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment P501-3 Not only will it cause substantial pollution, further harming the quality of life of the Chinatown community members, but it will also make traffic worse despite being marketed as a solution. The gondola will significantly increase traffic around Chinatown and Union Station, which is already bad due to consistent construction, road obstructions, and downtown busyness. It will also push traffic to surround neighborhoods, which will worsen the air quality and disrupt the lives of the community members who are already overburdened. This project is not ethical in any way, and it will directly harm community members. It must be put to an end.

Response P501-3 Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the *Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment*, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project’s stations. Moreover, the proposed Project’s ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel are discussed in Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment

Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR. The proposed Project would improve mobility and accessibility for the region by connecting Los Angeles Union Station (LAUS) to Dodger Stadium via an aerial gondola system, including an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. Given the capacity of this system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days, thereby reducing VMT and GHG emissions. Accordingly, the proposed Project would result in air quality benefits to the surrounding communities. The lifetime emissions of the proposed Project over its useful life would be a reduction of 166,653 MT CO₂e. The lifetime VMT reduction of the proposed Project would be a reduction of 129,629,500 VMT. Emissions are decreased through reducing vehicle miles travelled. The proposed Project would result in a net reduction in criteria pollutant emissions by reducing vehicle miles travelled.

Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Also refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice and how the proposed Project supports Metro's goal of prioritizing equity opportunities. The proposed Project is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment. Further, public outreach for the proposed Project was designed with environmental justice principles in mind. The proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety. The proposed Project is also designed to be ADA compliant.

Comment Letter P502 – Katherine Chi

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P502

Comment P502-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). The gondola is an expensive project with a high environmental cost, that will do little to ease traffic, and only make living more expensive for people of the community. Please reconsider this project and divert funds elsewhere.

Response P502-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P503 – Sean Mason

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P503

Comment P503-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

We need mass public transportation in LA. Not this. Not shuttling a maximum of 12 people every 30 minutes less than a mile. Not by dangling Boeing-747s 40-feet above the roofs of citizens throughout Chinatown. Not by erecting half-a-dozen 6 story tall steel obelisks in the heart of cultural centers 'cuz muh blue sport ball team'. Not this. This is state is the 4th largest economy in the world, and yet we NEED--nay we MUST, it is MANDATORY---to proceed with this Frank McCourt monstrosity? Yikes. Do us all a favor, resign, and go work flipping burgers. It'll build some character and you'll work closer with the community than you ever have with the cumulative decades of elected office from everyone involved with this project.

Response P503-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response A, SB 44, for discussion of how the proposed Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the safety features of the proposed Project and how the proposed Project would carry up to approximately 5,000 passengers per hour per direction (pphpd). Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of how comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential and open space uses. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P504 – Sang Wong

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P504

Comment P504-1 *Speaker 1:* Our next speaker is Mr. Wong.

Sang Wong: I'm a resident in Chinatown, I've lived here for many years.

We are strongly opposed to this gondola project

Speaker 1: [inaudible] lived Chinatown for many, many years. We oppose the gondola project! [-1]

Response P504-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P505 – Michelle Fong

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P505

Comment P505-1 I am an LA native and current resident, and I am opposed to the gondola project. Our community needs environmentally and socially responsible projects, and creating a gondola in a community that is struggling to afford basic needs is **not** what our city needs. Green lighting a project that cannot prove itself to be good for our environment, and displace long time residents of Los Angeles, is something Angelenos will be ashamed of for generations to come. The little public transparency behind this project is a sign that folks in charge **know** it is not the right thing to do. They aren't doing it for Angelenos, they are doing it for themselves.

Invest in our infrastructure meaningfully, do it thoughtfully, and do it proudly in the open with community input.

Listen to what Angelenos are saying. This project is not what the community wants, nor what it needs.

Thank you for listening,

Response P505-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice and how the proposed Project supports Metro's goal of prioritizing equity opportunities, and is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment. Public outreach for the proposed Project was designed with environmental justice principles in mind. Further, the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety. The proposed Project is also designed to be ADA compliant. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of

the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period and community engagement efforts during the preparation of the Final EIR. Refer to Appendix A, Scoping report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period.

Comment Letter P506 – Erik Otsea

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P506

Comment P506-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). Our community didn't ask for this project. The project will require the use of public rights of way, public airspace, and public lands for the placement of multiple towers with suspended cars intended to move a few thousand people in each direction between Union Station and Dodger Stadium for games and events.

Response P506-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding community. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. Refer to Section 2.5, Proposed Project Alignment and Components, with supporting data provided in Appendix Q, Proposed Alignment Plan and Profile, of the Draft EIR for discussion of how the proposed Project maximizes

alignment along the public ROW and publicly owned property and minimizes aerial rights over private properties. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would provide numerous benefits to local businesses in El Pueblo, Chinatown, and other areas along the proposed Project alignment, including through potential partnerships with these businesses as well as by providing an accessible and affordable mobility option for employees and area residents.

Comment P506-2 The plan for massive towers ranging from six stories (84 ft) to 13 stories (195 ft) in height - is frightening and ugly.

Response P506-2 Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of the location and design of the Alameda Tower, Alpine Tower, and Stadium Tower. Refer to Appendix F, Memo on Structural Engineering, of the Final EIR, for discussion of the structural design of the proposed Project's towers. As discussed therein, the towers would "meet the rigorous safety standards of applicable standards, requirements, and building codes, including all mandated standards addressing environmental factors such as wind and seismic effects and gravity forces, including all impacts from the height and tilt of the structures, to ensure structural integrity and safety." Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project's towers, which would be less than significant, and for visual simulations of the proposed Project's towers. The Alameda Tower's modern architectural style is evident and would complement the buildings within The California Endowment. The neutral light-tone gray color scheme of Alameda Tower was designed for consistency with the surrounding urban environment, and to not distract from visually distinct structures such as the United States Post Office Terminal Annex building. Alpine Tower would consist of a neutral light-tone gray color scheme that would provide visual lightness to the form and their design would complement the existing buildings in this area, as well as not distract from the visually distinct Chinese architecture within this area. Stadium Tower would consist of an architectural design that provides visual lightness to the form to complement the existing buildings in this area. In addition, the neutral light-tone gray colors and material finishes of the Stadium Tower were selected to complement the surrounding urban environment, and to not distract from existing visually distinct structures, such as Dodger Stadium. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area.

Comment P506-3 Our neighborhoods will be forever changed.

Response P506-3 As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13,

Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts. Additionally, refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities.

Comment P506-4 Operating at maximum capacity is equivalent to 42 shipping container-size gondolas flying over our neighborhoods. A recent poll shows 76% of Angelenos oppose McCourt's gondola. There is already a free bus shuttle that takes fans to Dodger Stadium.

OUR COMMUNITY DOES NOT WANT OR NEED THE GONDOLA.

Response P506-4 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Response P506-1 for an overview of the need for the proposed Project. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park.

Comment P506-5 Building a project of this magnitude when the Dodgers only have 81 home games a year and limited events is a waste of taxpayer dollars. What else is McCourt not telling us? Maybe planning on making Dodger Stadium a 365 day theme park? Maybe setting the stage for the Riboli Family to build their 900 apartment complex on our state park?

Whatever it is - We say "No!"

Response P506-5 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Response P506-1 for an overview of the need for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial

Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property.

Comment Letter P507 – Cameron McManus

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P507

Comment P507-1 Hello! I'm writing in opposition to the dodgers stadium gondola project. As a resident and employee of the area, I don't want one of our few great parks (LA historic) obstructed by a private and largely single use piece of infrastructure.

Response P507-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system. The proposed Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant, including at the Park. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station.

Comment P507-2 A proper bus rapid transit system on sunset seems to be the real answer for the residents of the area, as that could serve the community and connect us to the greater metro transit, in addition to serving the game day traffic.

Response P507-2 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit

connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Further, as discussed in Topical Response H, a system of buses from numerous remote locations throughout the Los Angeles region to and from Dodger Stadium events would require a substantial increase in the number of buses which, similar to expanding the fleet for an expanded Dodger Stadium Express service, would result in a fleet of buses that would either be underutilized most of the time or regular Metro bus service that utilizes these vehicles would be disrupted every time a Dodger game or event at the stadium is held. Such a service would also incur substantial costs in paid time and mileage for driving empty buses out to the remote locations before a game and back from the remote locations after a game and paid idle time during the game. Buses from a variety of remote locations would also need to travel in rush hour congestion to get to Dodger Stadium. With limited regional facilities that provide bus only lanes that these services could utilize, they would not materially improve transit travel time compared with driving. For example, the current Dodger Stadium Express service from South Bay serves a broad area of southern Los Angeles County at stations spread across eight miles, is free, and travels on a priority lane within the I-110 freeway median for most of its trip, but the South Bay Dodger Stadium Express carried an average of only 415

passengers per game in 2019, which is substantially lower than the ridership of 1,895 riders per game on the LAUS Dodger Stadium Express.

Comment P507-3 I'd much prefer public funds go towards projects that serve the communities as a whole and don't risk becoming an expensive tourist attraction.

Response P507-3 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provides detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P508 – Nancy De Los Santos Reza

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P508

Comment P508-1 To whom it may concern: I write this as a long-time member of the Solano Canyon community.

I am completely and unequivocally AGAINST this proposed gondola monstrosity being built in our lovely and historic neighborhood.

Response P508-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P508-2 I am concerned about our neighborhood's historic infrastructure, our neighbor's privacy, our safety, and public costs associated with this project.

Response P508-2 The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to historic resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. The proposed Project would be located in a densely-populated, urban environment surrounded by a variety of commercial, industrial, and residential development types. In this type of environment, it is common for public transportation, such as Metro's light rail, to be located adjacent to residential uses and modern aerial transit systems in other cities, including Portland, Oregon and New York City, operate adjacent to residential uses. Nevertheless, as discussed in Topical Response J, Gondola Design and Operations and Section 2.0, Project Description, of the Draft EIR, cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of how comparable urban aerial transit systems have been shown to reduce violent crime in nearby areas. In addition to statistical studies, residents of cities with aerial transit systems have reported a greater sense of security when riding aerial transit relative to other modes of public transportation. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and

Financing, of the Final EIR, which provides detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P508-3 Our community didn't ask for this project. The project will require the use of public rights of way, public airspace, and public lands for the placement of multiple towers with suspended cars intended to move a few thousand people in each direction between Union Station and Dodger Stadium for games and events.

Response P508-3 Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's commitments to community benefits. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, directly led the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station.

Comment P508-4 With massive towers ranging from six stories (84 ft) to 13 stories (195 ft) in height, our neighborhoods will be forever changed. Operating at maximum capacity is equivalent to 42 shipping container-size gondolas flying over our neighborhoods. A recent poll shows 76% of Angelenos oppose McCourt's gondola. There is already a free bus shuttle that takes fans to Dodger Stadium.

*OUR COMMUNITY DOES NOT WANT OR NEED THE GONDOLA. *

NO ONE in this neighborhood is "for" this horrible structure. NO ONE!

Response P508-4 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of how the proposed Project would carry up to approximately 5,000 passengers per hour per

direction (pphpd). Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders traveling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment P508-5 Building a project of this magnitude when the Dodgers only have 81 home games a year and limited events is a waste of taxpayer dollars. What else is McCourt not telling us? Maybe planning on making Dodger Stadium a 365-day theme park? Maybe setting the stage for the Riboli Family to build their 900-apartment complex on our state park?

Whatever it is - We say "No!"

NO GONDOLA. EVER.

Response P508-5 Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system.

Comment Letter P509 – Andrew Ko

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P509

Comment P509-1 I live in San Marino. Metro shriveled in plans to complete the 710.

Completion of 710 from 10 to the 210 would do more for traffic congestion than building the gondola. Now, more traffic comes through San Marino.

Metro is not a transportation expert, it is a political pawn.

Response P509-1 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/ State Park Station. Refer to Topical Response D, Metro Is the Proper Lead Agency for the Proposed Project As the Region's Transportation Authority; Metro Named and Consulted With the Applicable Responsible Agencies, for discussion of how Metro is the proper lead agency for the proposed Project because Metro has primary responsibility for implementation of the proposed Project as the region's transportation authority.

Comment Letter P510 – Douglass Abramson

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P510

Comment P510-1 I support the gondola. (Even though I’m not a Dodgers fan.)

Response P510-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P511 – LA Parks Alliance

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P511

Comment P511-1 Attached, please find 8 Letters from businesses in Chinatown.

--LA Parks Alliance is a *catalyst for community leaders, park advocates, and environmentalists* who seek to protect Los Angeles Historic State Park from private interest development efforts that would forever change the welcoming nature, historical significance, and dramatic, open vistas of the park.

Response P511-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted. Seven letters were attached to this communication and have been attributed to their respective authors. Refer to Responses to Comment Letters P512 through P518.

Comment Letter P512 – 640_N Broadway

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P512

Comment P512-1 My name is [illegible], I have a business in Chinatown.

My small Chinatown business, our hard-working employees, and I are extremely concerned about the plan to build a 1.2-mile gondola between the Union Station and Dodger Stadium. This Los Angeles Air Rapid Transit LAART project will not provide significant transportation benefits to the public, and certainly not to the communities in which it is imposed. This ill-conceived gondola project only serves Frank McCourt and his undisclosed development plans.

Response P512-1 This is a duplicate of Comment P518-1. Refer to Response to P518-1.

Comment P512-2 (1) The gondola station is too far from many businesses in Chinatown to generate business. It is not helping our business that gondola riders take up all the nearby parking spaces and then take the gondola over us.

Response P512-2 This comment is a duplicate of Comment P518-2. Refer to Response to Comment P518-2.

Comment P512-3 (2) Businesses and communities in Chinatown will be affected by increased car traffic. Many businesses in Chinatown do not have parking spaces or have to pay for parking for customers. If affordable on-street parking reduces and the private parking lot increases its rates, this will make it more difficult for residents to shop, dine and access essential services in Chinatown. It will significantly affect the disabled people and families who visit the elderly.

Response P512-3 This is a duplicate of Comment P518-3. Refer to Response P518-3.

Comment P512-4 (3) Chinatown businesses are concerned that we will eventually need to subsidize the gondola through additional property taxes. This project was pushed forward without community input and transparency. With the promise that it would be 100% privately funded, they do not provide any information about how the system will generate enough revenue to maintain itself. We also don't know the total cost of the project, including maintenance, operation management, security and insurance. Similar projects in London and Portland were also promised to be privately funded. but the cost overran eventually, and it ended up requiring public funding.

Response P512-4 This is a duplicate of Comment P518-4. Refer to Response P518-4.

Comment P512-5 We are concerned that our Chinatown community is being sacrificed for a private developer's tourism gondola project. This is our community, not Frank McCourt's community. Let our elected officials remember that their decisions should consider our communities first and foremost.

We are very frustrated that after 2 years of our community speaking out against it, the city government continues to ignore our voices.

Response P512-5 This is a duplicate of Comment P518-5. Refer to Response P518-5.

Comment Letter P513 - 652 N Broadway

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P513

Comment P513-1 My name is [illegible], I have a business in Chinatown.

My small Chinatown business, our hard-working employees, and I are extremely concerned about the plan to build a 1.2-mile gondola between the Union Station and Dodger Stadium. This Los Angeles Air Rapid Transit LAART project will not provide significant transportation benefits to the public, and certainly not to the communities in which it is imposed. This ill-conceived gondola project only serves Frank McCourt and his undisclosed development plans.

Response P513-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game and the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the proposed Community Access Plan. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs,

signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. During construction, the Project Sponsor would create a Business and Community Support Program to assist local businesses affected by proposed Project construction activities. The proposed Project would provide numerous benefits to local businesses in El Pueblo, Chinatown, and other areas along the proposed Project alignment, including through potential partnerships with these businesses as well as by providing an accessible and affordable mobility option for employees and area residents. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property.

Comment P513-2 (1) The gondola station is too far from many businesses in Chinatown to generate business. It is not helping our business that gondola riders take up all the nearby parking spaces and then take the gondola over us.

Response P513-2 Refer to Response to P518-2 for discussion of how the proposed Project would provide numerous benefits to local businesses in Chinatown.

Comment P513-3 (2) Businesses and communities in Chinatown will be affected by increased car traffic. Many businesses in Chinatown do not have parking spaces or have to pay for parking for customers. If affordable on-street parking reduces and the private parking lot increases its rates, this will make it more difficult for residents to shop, dine and access essential services in Chinatown. It will significantly affect the disabled people and families who visit the elderly.

Response P513-3 Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take

Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines ("TAG"). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project's potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified. Refer to Response P518-3 for discussion of how the proposed Project would provide numerous benefits to local businesses in Chinatown.

Comment P513-4 (3) Chinatown businesses are concerned that we will eventually need to subsidize the gondola through additional property taxes. This project was pushed forward without community input and transparency. With the promise that it would be 100% privately funded, they do not provide any information about how the system will generate enough revenue to maintain itself. We also don't know the total cost of the project, including maintenance, operation management, security and insurance. Similar projects in London and Portland were also promised to be privately funded. but the cost overran eventually, and it ended up requiring public funding.

Response P513-4 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P513-5 We are concerned that our Chinatown community is being sacrificed for a private developer's tourism gondola project. This is our community, not Frank McCourt's community. Let our elected officials remember that their decisions should consider our communities first and foremost.

We are very frustrated that after 2 years of our community speaking out against it, the city government continues to ignore our voices.

Response P513-5 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero

Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P514 – Ching Je

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P514

Comment P514-1 My name is Ching Je and I have a business in Chinatown.

I and my fellow Chinatown small businesses, along with our hardworking employees, have extremely serious concerns about Frank McCourt’s plans to build a 1.2 mile long aerial gondola between Union Station and Dodger Stadium. This project, known as Los Angeles Aerial Rapid Transit (LAART), does not provide significant transportation benefits to the public, and certainly does not benefit the community it is being thrust upon. This ill conceived gondola serves only Frank McCourt and his undisclosed development plans.

Response P514-1 This is a duplicate of Comment P518-1. Refer to Response P518-1.

Comment P514-2

- **The gondola stations are too far away from many businesses in Chinatown to help us economically.**

“Parking in Chinatown” defeats the purpose of the zero emissions promise being touted by McCourt. It does not help our businesses for gondola customers to take all of the parking in the neighborhood and then fly over us in the gondola.

Response P514-2 This comment is a duplicate of Comment P518-2. Refer to Response P518-2.

Comment P514-3

- **Chinatown businesses and community would suffer from the increased traffic.** Many businesses in Chinatown don’t have parking or must pay their landlord fees for their customers to use their parking lot. If affordable street parking disappears and parking rates at private lots increase, this would make it more difficult for residents to shop, dine, and access essential services in Chinatown. Disabled people and families visiting elders in senior homes would be especially hurt.

Response P514-3 This is a duplicate of Comment P518-3. Refer to Response P518-3.

Comment P514-4

- **Businesses in Chinatown are concerned that we will eventually be required to subsidize this gondola through additional property taxes.** This project is being pushed forward without real community input and transparency, with promises that it will be 100% privately financed, but there has been no

information about how the gondola system would sustain itself financially. We also don't know what the total cost for the project will be, including maintenance, operation, security, and insurance. Similar projects in London and Portland also promised to be privately financed, but required public funding in the end due to cost overruns.

Response P514-4 This is a duplicate of comment P518-4. Refer to Response P518-4.

Comment P514-5 We are concerned that the well-being of our communities on the ground are being sacrificed for a private developer's site-seeing ride. This is our community, not Frank McCourt's. It's time for our elected officials to remember that their decisions are supposed to benefit our communities first.

It is extremely disturbing to us that after 2 years of our communities crying foul, the City continues to ignore our voices.

We strongly encourage you to oppose and cancel this project.

Response P514-5 This is a duplicate of Comment P518-5. Refer to Response P518-5.

Comment Letter P515 – Kun G Leon

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P515

Comment P515-1 My name is [Kun Leon], I have a business in Chinatown.

My small Chinatown business, our hard-working employees, and I are extremely concerned about the plan to build a 1.2-mile gondola between the Union Station and Dodger Stadium. This Los Angeles Air Rapid Transit LAART project will not provide significant transportation benefits to the public, and certainly not to the communities in which it is imposed. This ill-conceived gondola project only serves Frank McCourt and his undisclosed development plans.

Response P515-1 This is a duplicate of Comment 518-1. Refer to Response P518-1.

Comment P515-2 (1) The gondola station is too far from many businesses in Chinatown to generate business. It is not helping our business that gondola riders take up all the nearby parking spaces and then take the gondola over us.

Response P515-2 This is a duplicate of Comment P518-2. Refer to Response P518-2.

Comment P515-3 (2) Businesses and communities in Chinatown will be affected by increased car traffic. Many businesses in Chinatown do not have parking spaces or have to pay for parking for customers. If affordable on-street parking reduces and the private parking lot increases its rates, this will make it more difficult for residents to shop, dine and access essential services in Chinatown. It will significantly affect the disabled people and families who visit the elderly.

Response P515-3 This is a duplicate of Comment P518-3. Refer to Response P518-3.

Comment P515-4 (3) Chinatown businesses are concerned that we will eventually need to subsidize the gondola through additional property taxes. This project was pushed forward without community input and transparency. With the promise that it would be 100% privately funded, they do not provide any information about how the system will generate enough revenue to maintain itself. We also don't know the total cost of the project, including maintenance, operation management, security and insurance. Similar projects in London and Portland were also promised to be privately funded. but the cost overran eventually, and it ended up requiring public funding.

Response P515-4 This is a duplicate of Comment P518-4. Refer to Response P518-4.

Comment P515-5 We are concerned that our Chinatown community is being sacrificed for a private developer's tourism gondola project. This is our community, not Frank McCourt's community. Let our elected officials remember that their decisions should consider our communities first and foremost.

We are very frustrated that after 2 years of our community speaking out against it, the city government continues to ignore our voices.

Response P515-5 This is a duplicate of Comment P518-5. Refer to Response P518-5.

Comment Letter P516 – Ling Ling

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P516

Comment P516-1 My name is Ling Ling, I have a business in Chinatown.

My small Chinatown business, our hard-working employees, and I are extremely concerned about the plan to build a 1.2-mile gondola between the Union Station and Dodger Stadium. This Los Angeles Air Rapid Transit LAART project will not provide significant transportation benefits to the public, and certainly not to the communities in which it is imposed. This ill-conceived gondola project only serves Frank McCourt and his undisclosed development plans.

Response P516-1 This is a duplicate of Comment P518-1. Refer to Response P518-1.

Comment P516-2 (1) The gondola station is too far from many businesses in Chinatown to generate business. It is not helping our business that gondola riders take up all the nearby parking spaces and then take the gondola over us.

Response P516-2 This is a duplicate of Comment P518-2. Refer to Response P518-2.

Comment P516-3 (2) Businesses and communities in Chinatown will be affected by increased car traffic. Many businesses in Chinatown do not have parking spaces or have to pay for parking for customers. If affordable on-street parking reduces and the private parking lot increases its rates, this will make it more difficult for residents to shop, dine and access essential services in Chinatown. It will significantly affect the disabled people and families who visit the elderly.

Response P516-3 This is a duplicate of Comment P518-3. Refer to Response P518-3.

Comment P516-4 (3) Chinatown businesses are concerned that we will eventually need to subsidize the gondola through additional property taxes. This project was pushed forward without community input and transparency. With the promise that it would be 100% privately funded, they do not provide any information about how the system will generate enough revenue to maintain itself. We also don't know the total cost of the project, including maintenance, operation management, security and insurance. Similar projects in London and Portland were also promised to be privately funded. but the cost overran eventually, and it ended up requiring public funding.

Response P516-4 This is a duplicate of Comment P518-4. Refer to Response P518-4.

Comment P516-5 We are concerned that our Chinatown community is being sacrificed for a private developer's tourism gondola project. This is our community, not Frank McCourt's community. Let our elected officials remember that their decisions should consider our communities first and foremost.

We are very frustrated that after 2 years of our community speaking out against it, the city government continues to ignore our voices.

Response P516-5 This is a duplicate of Comment P518-5. Refer to Response P518-5.

Comment Letter P517 – Eduardo F Rosario

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P517

Comment P517-1 My name is Geoff Kia Miller and I have a business in Chinatown.

I and my fellow Chinatown small businesses, along with our hardworking employees, have extremely serious concerns about Frank McCourt’s plans to build a 1.2 mile long aerial gondola between Union Station and Dodger Stadium. This project, known as Los Angeles Aerial Rapid Transit (LAART), does not provide significant transportation benefits to the public, and certainly does not benefit the community it is being thrust upon. This ill conceived gondola serves only Frank McCourt and his undisclosed development plans.

Response P517-1 This is a duplicate of Comment P518-1. Refer to Response P518-1.

Comment P517-2

- **The gondola stations are too far away from many businesses in Chinatown to help us economically.**

“Parking in Chinatown” defeats the purpose of the zero emissions promise being touted by McCourt. It does not help our businesses for gondola customers to take all of the parking in the neighborhood and then fly over us in the gondola.

Response P517-2 This is a duplicate of Comment P518-2. Refer to Response P518-2.

Comment P517-3

- **Chinatown businesses and community would suffer from the increased traffic.** Many businesses in Chinatown don’t have parking or must pay their landlord fees for their customers to use their parking lot. If affordable street parking disappears and parking rates at private lots increase, this would make it more difficult for residents to shop, dine, and access essential services in Chinatown. Disabled people and families visiting elders in senior homes would be especially hurt.

Response P517-3 This is a duplicate of Comment P518-3. Refer to Response P518-3.

Comment P517-4

- **Businesses in Chinatown are concerned that we will eventually be required to subsidize this gondola through additional property taxes.** This project is being pushed forward without real community input and transparency, with promises that it will be 100% privately financed, but there has been no

information about how the gondola system would sustain itself financially. We also don't know what the total cost for the project will be, including maintenance, operation, security, and insurance. Similar projects in London and Portland also promised to be privately financed, but required public funding in the end due to cost overruns.

Response P517-4 This is a duplicate of Comment P518-4. Refer to Response P518-4.

Comment P517-5 We are concerned that the well-being of our communities on the ground are being sacrificed for a private developer's site-seeing ride. This is our community, not Frank McCourt's. It's time for our elected officials to remember that their decisions are supposed to benefit our communities first.

It is extremely disturbing to us that after 2 years of our communities crying foul, the City continues to ignore our voices.

We strongly encourage you to oppose and cancel this project.

Response P517-5 This is a duplicate of Comment P518-5. Refer to Response P518-5.

Comment Letter P518 – Geoff Kia Miller

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P518

Comment P518-1 My name is Geoff Kia Miller and I have a business in Chinatown.

I and my fellow Chinatown small businesses, along with our hardworking employees, have extremely serious concerns about Frank McCourt's plans to build a 1.2 mile long aerial gondola between Union Station and Dodger Stadium. This project, known as Los Angeles Aerial Rapid Transit (LAART), does not provide significant transportation benefits to the public, and certainly does not benefit the community it is being thrust upon. This ill conceived gondola serves only Frank McCourt and his undisclosed development plans.

Response P518-1 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response C, Project Features, for discussion of the

proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property, for discussion of how the proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property.

Comment P518-2

- The gondola stations are too far away from many businesses in Chinatown to help us economically.
- "Parking in Chinatown" defeats the purpose of the zero emissions promise being touted by McCourt. It does not help our businesses for gondola customers to take all of the parking in the neighborhood and then fly over us in the gondola.

Response P518-2

Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines ("TAG"). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project's potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified. Refer to Topical Response C, Project Features, discussing the proposed Project's potential partnerships with and benefits to local businesses. Refer to the Parking Study for a discussion of the proposed Project's parking management plan. As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project creates a first/last mile transit link for residents and businesses within Chinatown while unifying and connecting communities through transit mobility access. This new mode of transportation will expand rider access to the regional transit system by attracting new visitors including Dodgers fans, and represents an opportunity for additional visitors along the proposed Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential

partnerships that drive customers to Chinatown and other businesses along the proposed Project alignment, which, consequently, adds revenues to these small businesses in the communities the proposed Project hopes to serve. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P518-3

- **Chinatown businesses and community would suffer from the increased traffic.** Many businesses in Chinatown don't have parking or must pay their landlord fees for their customers to use their parking lot. If affordable street parking disappears and parking rates at private lots increase, this would make it more difficult for residents to shop, dine, and access essential services in Chinatown. Disabled people and families visiting elders in senior homes would be especially hurt.

Response P518-3 Refer to Response P518-2 for discussion of the Parking Study and parking management plan, and how the proposed Project would help local businesses in Chinatown.

Comment P518-4

- **Businesses in Chinatown are concerned that we will eventually be required to subsidize this gondola through additional property taxes.** This project is being pushed forward without real community input and transparency, with promises that it will be 100% privately financed, but there has been no information about how the gondola system would sustain itself financially. We also don't know what the total cost for the project will be, including maintenance, operation, security, and insurance. Similar projects in London and Portland also promised to be privately financed, but required public funding in the end due to cost overruns.

Response P518-4 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision

making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment P518-5 We are concerned that the well-being of our communities on the ground are being sacrificed for a private developer's site-seeing ride. This is our community, not Frank McCourt's. It's time for our elected officials to remember that their decisions are supposed to benefit our communities first.

It is extremely disturbing to us that after 2 years of our communities crying foul, the City continues to ignore our voices.

We strongly encourage you to oppose and cancel this project.

Response P518-5 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Response P518-4 for discussion of the proposed Project's outreach and community engagement during each stage of the environmental review process.

Comment Letter P519 – Virginia Pinedo

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P519

Comment P519-1 I am certainly NOT in favor of a Monster People Transporting Gondola being built anywhere near our historic neighborhood. This idea is just unacceptable. This construction will only pave the way for more gentrification in our area, something that would have a negative impact on our small community.

Response P519-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement.

Comment P519-2 Affordable Housing is what is needed, not a Gondola to be used by a select few from Union Station to Dodger Stadium. Public Transportation is available and should be continued to be used for that purpose, getting fans to the Stadium.

Response P519-2 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, and Topical Response N, Environmental Justice, for discussion of how the proposed Project will not displace housing, prevent planned housing, or preclude development of uses including housing in the surrounding communities. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no

additional cost under the Community Access Plan. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park.

Comment Letter P520 – Linda Glatstein

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P520

Comment P520-1 I attended the informational meeting at Cathedral High . I think LA Metro conducted the meeting non responsive and deceptive manner . I’m very disappointed in the lack of concern for the affect community. I stand against the gondola scheme.

Response P520-1 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project’s opportunities for public testimony during the Draft EIR public review period. During the January 12, 2023, public hearing at Cathedral High School attendees were provided with the opportunity to submit public comments either in writing on forms provided by Metro, or verbally to the court reporters at a comment station in the venue. Written comment forms provided instructions on how to comment on the Draft EIR in English, Spanish, and Chinese (Simplified). Shortly after the public hearing started, a group of approximately 40 protesters with “Stop the Gondola” signs entered the meeting and began speaking with amplified bullhorns, using profanity. Due to this group’s loud, prolonged protests, the court reporters and interpreters could not take verbal public comment. Metro requested that the protestors turn off their amplifier to enable the agency to continue to take verbal public comment. The protestors then began marching around the room, chanting and continuing to speak into the amplified bullhorns. Approximately 6 to 10 protestors then started to tear down poster boards, knock over easels and tables and throw materials. Metro and AECOM staff, subject matter experts, and the Project team expressed that they were physically intimidated and frightened by the damage done by the protesters, as discussed in greater detail in the February 10, 2023, memo submitted by the Project Sponsor and included as Attachment D to Appendix A, Public Outreach Report, of the Final EIR. After the protesters left, Metro staff concluded the meeting by talking to several remaining attendees. An estimated 143 attendees participated in the January 12, 2023, public hearing, and Metro received 31 verbal comments and 95 written comments on the Draft EIR. In light of the disruptions at the January 12, 2023, public hearing, Metro provided a fourth public hearing by way of a virtual public hearing held on February 8, 2023. Verbal comments made at the virtual February 8, 2023 public hearing were deemed timely submitted for the purposes of the Draft EIR public review period.

Comment Letter P521 – Julian Engin

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P521

Comment P521-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P521-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P522 – Andrea Harrow

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P522

Comment P522-1 As a resident of Elysian Park (Dodger Stadium is my backyard,) I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P522-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P522-2 Fans already have a free bus they can take. Increase the availability of an electric bus fleet rather than the proposed expensive gondola that is not intended to serve angelenos 24/7 365 days. Building the gondola would negatively impact the Los Angeles State Park and will not add an affordable travel alternative.

Response P522-2 Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options and Section 4.0, Alternatives, of the Draft EIR, for a discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between Los Angeles Union Station (LAUS) and the Dodger Stadium property and improving connectivity for surrounding communities including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Electrification of the Dodger Stadium Express buses would not negate the operational issues associated with substantially expanding the Dodger Stadium Express. As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project would be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts, including to Los Angeles State Historic Park. Refer to Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, for discussion of the footprint of the proposed Project in the Los Angeles State Historic Park. With the small footprint of

the proposed Project's Chinatown/State Park Station, and the required clearances and the height at which the cabins would cross over the Park, the ability to use the vast majority of the Park would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park. Refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment, providing connections to Metro's growing regional public transit system. As discussed in Topical Response C, Project Features, the proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. The proposed Project would provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first/last mile multi-modal options at the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station.

Comment P522-3 The proposal is another screen for advertising and consumption. Fans already park in our neighborhood because they do not want to pay for parking. Dodgers should make more free electric buses available from outlying areas and city should increase bus lanes. Maybe Dodgers would like to remove the fence around the stadium and parking lot for local residents to walk or bike through the property to areas of commerce without having to walk a long way around.

Response P522-3 As discussed in Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, a system of buses from numerous remote locations throughout the Los Angeles region to and from Dodger Stadium events would require a substantial increase in the number of buses which, similar to expanding the fleet for an expanded Dodger Stadium Express service, would result in a fleet of buses that would either be underutilized most of the time or regular Metro bus service that utilizes these vehicles would be disrupted every time a Dodger game or event at the stadium is held. Such a service would also incur substantial costs in paid time and mileage for driving empty buses out to the remote locations before a game and back from the remote locations after a game and paid idle time during the game. Buses from a variety of remote locations would also need to travel in rush hour congestion to get to Dodger Stadium. With limited regional facilities that provide bus only lanes that these services could utilize, they would not materially improve transit travel time compared with driving. For example, the current Dodger Stadium Express service from South Bay serves a broad area of southern Los Angeles County at stations spread across eight miles, is free, and travels on a priority lane within the I-110 freeway median for most of its trip, but the South Bay Dodger Stadium Express carried an average of only 415 passengers per game in 2019, which is substantially lower than the ridership of 1,895 riders per game on the LAUS Dodger Stadium Express. As discussed in Section 5.0, Corrections and Additions, of the Final EIR, the proposed

Project would provide a mobility hub at the Dodger Stadium property to provide connectivity to Elysian Park, the City's second largest park, comprising 575 acres, and the surrounding communities. Outside of game day periods, passengers would be able to access a suite of first/last mile multi-modal options, such as a bike share program, and individual bike lockers to access Elysian Park and other nearby neighborhoods, including Solano Canyon.

Comment P522-4 The property could be better incorporated into the rest of Echo Park rather than keeping everyone out. Gondola would be more of the same: expensive, elitist, noninclusive, McCourt money-maker. No thanks.

Andrea Harrow, elysian park resident

Response P522-4 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Response P522-3 for discussion of how the proposed Project would provide a mobility hub at the Dodger Stadium property. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P523 – Kathryn Reno

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P523

Comment P523-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

My name is Kathryn and I've lived in Los Angeles since 2017 and there are so many projects that are more deserving of funds than something this ridiculous.

Response P523-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P523-2 Metro went forward with this project without an open public process and without competitive bidding. I don't understand the ownership or operation of the project because the details have been hidden from the community. Who is paying for this project? Will taxpayers be left holding the bag? Lack of community consultation: The community has been neglected and our voices have not been heard. No one asked us our vision for our community.

We never asked for this project.

We don't need or want this project.

Response P523-2 This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which

provides detail as to the proposed Project’s capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project’s capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project’s features to enhance and provide additional benefit to the surrounding community. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements.

Comment Letter P524 – Kathleen Rogers

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P524

Comment P524-1 I am writing to voice my strong opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). This thing is a hideous eyesore. An unnecessary imposition on a cherished park. A money-making gambit that we should neither reward nor encourage.

Response P524-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Refer to Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, for discussion of the footprint of the proposed Project in the Los Angeles State Historic Park. With the small footprint of the proposed Project's Chinatown/State Park Station, and the required clearances and the height at which the cabins would cross over the Park, the ability to use the vast majority of the Park would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park. Further, through collaboration with State Parks, the proposed Project has been designed to provide additional benefits to the Los Angeles State Historic Park, including pedestrian improvements between Metro's L Line (Gold) and the park, and integration of the Chinatown/State Park Station into the southern boundary of the park with hardscape and landscape enhancements, a mobility hub, and other park amenities including concessions, restrooms, and a breezeway connecting the concessions and restrooms. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P524-2 And if it is built despite the wishes of those living under it, what happens to this ugly mess after there's no more money to squeeze out of it, or after it fails or ages or becomes obsolete?

Response P524-2 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. CEQA does not require speculation as to possible future

environmental consequences, and the Draft EIR need not analyze uncertain, hypothetical future events.

Comment P524-3 I'm a Dodger fan. I hate the traffic into and out of Dodger Stadium. It's worst part of the stadium experience. But this stupid gimmicky thing is no solution.

Response P524-3 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Comment P524-4 Build a giant parking structure. Set up more than one remote shuttle service. But don't build this useless, ugly boondoggle.

Response P524-4 Refer to Response P524-3 for an overview of the need for the proposed Project. As discussed in Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, a system of buses from numerous remote locations throughout the Los Angeles region to and from Dodger Stadium events would require a substantial increase in the number of buses which, similar to expanding the fleet for an expanded Dodger Stadium Express service, would result in a fleet of buses that would either be underutilized most of the time or regular Metro bus service that utilizes these vehicles would be disrupted every time a Dodger game or event at the stadium is held. Such a service would also incur substantial costs in paid time and mileage for driving empty buses out to the remote locations before a game and back from the remote locations after a game and paid idle time during the game. Buses from a variety of remote locations would also need to travel in rush hour congestion to get to Dodger Stadium. With limited regional facilities that provide bus only lanes that these services could utilize, they would not materially improve transit travel time compared with driving. For example, the current Dodger Stadium Express service from South Bay serves a broad area of southern Los Angeles County at stations spread across eight miles, is free, and travels on a priority lane within the I-110 freeway median for most of its trip, but the South Bay Dodger Stadium Express carried an average of only 415 passengers per game in 2019, which is substantially lower than

the ridership of 1,895 riders per game on the LAUS Dodger Stadium Express. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area.

Comment Letter P525 – Phyllis Ling

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P525

Comment P525-1 Thank you. I'm Phyllis, I live a block away from here. The gondola would fly over me and my neighbors. My house would face the mouth of the noisy Broadway junction, a 98-foot tall turning station. I think you've seen how this hearing is not right, the way they are taking public comment. It's been like this since the beginning, trying to hide and not let it get out how horrible this project is. This project is not for us. This project is for Frank McCourt, who is a developer. It's for their Olympics, which is for developers. It's for politicians who are in the pockets of developers. Frank McCourt wants to build right over us, 40 feet over my neighborhood, as if we're nameless faces. But we're not. We're a real community. I'm glad my sister and my neighbors are here tonight as well as all these residents and supporters in a larger community. It's really great to see people show up for each other and speak out. There have been so many lies about this project from LA Art, but we know what this project is really about. Frank McCourt wants to build a giant complex up on the Dodgers Stadium parking lot. It's not a secret!

Response P525-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of the operational noise impacts from the proposed Project, which would be less than significant, including at the Broadway Junction.

Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's opportunities for public testimony during the Draft EIR public review period. During the January 12, 2023, public hearing at Cathedral High School attendees were provided with the opportunity to submit public comments either in writing on forms provided by Metro, or verbally to the court reporters at a comment station in the venue. Written comment forms provided instructions on how to comment on the Draft EIR in English, Spanish, and Chinese (Simplified). Shortly after the public hearing started, a group of approximately 40 protesters with "Stop the Gondola" signs entered the meeting and began speaking with amplified bullhorns, using profanity. Due to this group's loud, prolonged protests, the court reporters and interpreters could not take verbal public comment. Metro requested that the protestors turn off their amplifier to enable the agency to continue to take verbal public comment. The protestors then began marching around the room, chanting and continuing to speak into the amplified bullhorns. Approximately 6 to 10 protestors then started to tear down poster boards, knock over easels and tables and throw materials. Metro and AECOM staff, subject matter experts, and the Project team expressed that they were physically intimidated and frightened by the damage done

by the protesters, as discussed in greater detail in the February 10, 2023, memo submitted by the Project Sponsor and included as Attachment D to Appendix A, Public Outreach Report, of the Final EIR. After the protesters left, Metro staff concluded the meeting by talking to several remaining attendees. An estimated 143 attendees participated in the January 12, 2023, public hearing, and Metro received 31 verbal comments and 95 written comments on the Draft EIR. In light of the disruptions at the January 12, 2023, public hearing, Metro provided a fourth public hearing by way of a virtual public hearing held on February 8, 2023. Verbal comments made at the virtual February 8, 2023 public hearing were deemed timely submitted for the purposes of the Draft EIR public review period.

Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately after the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property, for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other

applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property.

Comment P525-2 If he had a permanent transit stop that would give him incentives to build bigger and bigger and bigger development there.

Response P525-2 Refer to Response P525-1 for discussion of how the proposed Project solely proposes an aerial gondola system.

Comment P525-3 This project makes no sense for transit. At max capacity, it can only handle a fraction of the Dodgers Stadium attendance, and how do you think they're getting to the gondola? Driving, most of them. You're only saving the last 1.2 miles!

Response P525-3 Refer to Topical Response A, SB 44, for discussion of how the proposed Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of how the proposed Project would carry up to approximately 5,000 passengers per hour per direction (pphpd). Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities.

Comment P525-4 Maybe some will take transit, probably the same people who would take the Dodgers Stadium Express, which we support. Let's support expanding and electrifying the Dodgers Stadium Express! That'll enforce bus lanes, more bike lanes, better sidewalks, and an escalator up the hill for pedestrians.

Response P525-4 Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Draft EIR considered a range of reasonable alternatives pursuant to CEQA, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Electrification of the Dodger Stadium Express buses would not negate the operational issues associated with substantially expanding the Dodger Stadium Express. Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders travelling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region. Refer to Section 5.0, Corrections and Additions, of the Final EIR, for discussion of a Pedestrian Enhancement Alternative to the proposed Project in which the proposed Project would not be constructed, and instead an enhanced pedestrian walkway and vertical circulation elements would be constructed to improve the safety, comfort, and accessibility of walking between the Metro L Line (Gold) Station and Dodger Stadium. This alternative was considered but dismissed from further detailed analysis because it did not meet most of the basic objectives of the proposed Project.

Comment P525-5 Not this boondoggle gondola! It doesn't help traffic. It doesn't connect us to parks or transit. Those are lies. What it does is turn Chinatown into Dodgers Stadium's parking lot. It takes away, it takes away parking for businesses! It increases noise, with this gondola running constantly, 18 hours per day, 6 a.m. to 12 a.m., not to mention the invasion of privacy!

Response P525-5 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for discussion of how the proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at

LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station.

Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project’s stations.

Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines (“TAG”). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project’s potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified.

Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of the construction and operational noise impacts from the proposed Project. As detailed therein, operational noise impacts would be less than significant.

Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. The proposed Project would be located in a densely-populated, urban environment surrounded by a variety of commercial, industrial, and residential development types. In this type of environment, it is common for public transportation, such as Metro’s light rail, to be located adjacent to residential uses and modern aerial transit systems in other cities, including Portland, Oregon and New York City, operate adjacent to residential uses. Nevertheless, as discussed in Topical Response J, Gondola Design and Operations and Section 2.0, Project Description, of the Draft EIR, cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views, and the proposed Project would work with stakeholders adjacent to the proposed Project alignment to identify locations where the use of privacy glass would be warranted. Considerations as to the locations along the proposed Project alignment where the

privacy glass could be activated include the subject adjacent sensitive views and the vertical and horizontal distance between the proposed Project cabins and the adjacent sensitive views.

Comment P525-6 This gondola mows down the entrance of LA State Historic Park. That's our space. The whole point of the park in a city is for people who live in a dense urban environment to get away from all that and to have some peaceful enjoyment in open space with open skies. It wasn't so that Frank McCourt could fly five-ton metal cabins 26 feet over our heads.

Response P525-6 As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system. The proposed Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park.

Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P525-7 No gondola! No gondola! You know what? McCourt wanted to divide us, in my neighborhood, buy us out, buy some of my neighbors out, so that we would quietly go away. He wanted to fly under the radar with this project, keep everything hush hush, and get the project approved before anyone knew what was going on. You all remember in 2018, they said it could be running by 2022. Remember? My neighbors and I never even had a chance to say anything about this project going on our neighborhood.

Response P525-7 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. This comment raises

issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro’s sole source determination for the proposed Project. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project’s public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project’s scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately after the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro’s website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment P525-8 Now, Climate Resolve is putting their greenwashing slime all over it. It’s disgusting. I still hear some people say, “Oh, but the gondola would be so great. It would be iconic!” Yeah, it’ll be iconic all right: an iconic monument to injustice.

Response P525-8 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project supports Metro’s goal of prioritizing equity opportunities and helps promote public transit as an essential lever in enabling access and improving quality of life for Los Angeles County. The Draft EIR addresses environmental justice by considering the proposed Project’s ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project’s potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities. Further, public outreach for the proposed Project was designed with

environmental justice principles in mind and the proposed Project provided translated materials in four different languages, and interpretation services in five different languages, to reflect the surrounding community, and provided opportunities for in-person and virtual meetings with toll-free dial in options and ADA accessibility features.

Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment P525-9 We're here to call it out for what it is: a scam, a sham. If you're standing up and supporting this, you need to wake up. You're teaming up with Frank McCourt who bankrupted the [inaudible]. You're teaming up with those who erased the original Chinatown and evicted the residents of La Loma, Bishop and Palo Verde to build Dodgers Stadium. You're choosing dark side of history. You really don't have to. I know this gondola sounds good at first in theory, it's like, oh, it'll be so cool and fun, but there's a whole lot more to it. Some people, I think a lot of people, ones who aren't greedy bastards, do come around. But we need everyone's help. So, thank you for being here. We can do this together. Stop the gondola!

Response P525-9 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P526 – Gabe Lee

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P526

Comment P526-1 *Gabe:* Yeah, what's up? I'm Gabe, I'm born and raised in Elysian Park, just right here. All right, so, I remember growing up, there were basically no sidewalks in Elysian Park, so the suggestion that you could take the, whatever this is, up to Elysian Park and then walk around is pretty absurd.

Response P526-1 Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefit to the surrounding community, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, and mobility hubs. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. As discussed in Section 5.0, Corrections and Additions, of the Final EIR, the proposed Project would provide a mobility hub at the Dodger Stadium property to provide connectivity to Elysian Park, the City's second largest park, comprising 575 acres, and the surrounding communities. Outside of game day periods, passengers would be able to access a suite of first/last mile multi-modal options, such as a bike share program, and individual bike lockers to access Elysian Park and other nearby neighborhoods, including Solano Canyon.

Comment P526-2 This is very clearly a very, all right, no, wait, let me back up. I want to explain something that I feel like none of these posters are going to explain, or they're actively lying about. There are only 82 games, like one of the ladies up here explained. There are only 82 games in the year, which means this would only be running for game days, so I guess 82 days of the year. That leaves 283 days of no game day service. Do you think that this would not be used during those 283 days? What instead this is, this is not a public service. This is part of building infrastructure so that Dodger Stadium can continue building its commercial resources and so that Chinatown is continually gentrified by these big developers buying up these buildings and then turning them into, basically, like empty rental spaces. No, because think about it, 283 days of the year that this is not used, that's not going to happen.

Response P526-2 Refer to Section 2.01, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodgers games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated

that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost the proposed Community Access Plan. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement.

Comment P526-3 The other thing is, there's a pie chart over there that is heinous. You really need to check it out if you see it. It says that 67% of the people using this are going to reach it through public transit. What they fail to mention on that pie chart, and they should have put it on the title because this is pie chart rule #1, this is, try making rule #1 that you put what the pie chart is on the title. They didn't do that, first of all. Second, that's wrong. 283 days out of the year, this will be used to funnel people in and out of Dodger Stadium. The people going to Dodger Stadium will be parking there. Most of Dodger Stadium, that's, like, 7 out of the 8 lots that form Dodger Stadium, are parking lots. That means people will be going there, parking there, and then coming in to these areas.

Response P526-3 Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project's ridership model which is based on extensive data sources and assumptions validated by data, and the management of queuing at stations, and pre-game and post-game transportation. The Dodgers manage the Dodger Stadium parking lot and would have to approve any deal to use the parking lot. Such an agreement is entirely separate from the proposed Project's operations, and the mere possibility that the Dodger Stadium property could be used in such a manner without any agreement in hand is simply too speculative to require the analysis in the EIR for this aerial gondola system.

Comment P526-4 This is not a public system. This is being paid for by the owners of Dodger Stadium and by Frank McCourt. This means that they're going to want a return on their investment. Do you think that they're doing this for the good will of the people of Chinatown? No! Do you think they're doing it for the good will of the people of El

Pueblo? No! This is obviously something else. What's going to happen, and I'm not being conspiratorial here, this is literally in the works, they're not going to tell us. They're going to expand Dodger Stadium into an LA Live type commercial area. There will be no space for people to go in and rent those areas. That will be rented to corporate interest and corporate interest only. So, what's going to happen is we're going to have a mall at Dodger Stadium and Chinatown and these areas will be continuously developed as the project of Los Angeles currently is to expand downtown LA into the surrounding areas. You can see this on Sunset. 1-1-1-1, 1-1, four ones Sunset, all these buildings down here, they're continuously expanding, building commercial properties on the areas around it, areas that used to be and still are inhabited by people who work here, who live here, the normal people that live here. So, what this is, it's part of building commercial infrastructure, commercial retail, and I'm not having it. I don't want this, and nobody else wants this.

Response P526-4 Refer to Topical Response A, SB 44, for discussion of how the proposed Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property.

Comment P526-5 *Speaker 2:* Well put, well well put.

Response P526-5 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P527 – Kris Chan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P527

Comment P527-1 *Speaker 1:* [inaudible] this is the biggest bullsh*t I have seen. Now [the next] speaker is Kris. All right, let's go, let's go!

Response P527-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P527-2 *Kris Chan:* Today, we are all at the biggest sham that I have ever seen, [calling us] a f*cking open house.

Response P527-2 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach during the Draft EIR public review period. The format of the in-person public meetings immediately preceding and during the Draft EIR public review period was an Open House, consistent with standard Metro practice, where attendees could learn more about the proposed Project and the key analyses and conclusions of the Draft EIR, and also a public comment opportunity. Twelve stations were set up throughout the venue, with ten stations focused on specific subject matter areas of the Draft EIR. Attendees could walk around to each station and ask questions to subject-matter experts about the proposed Project. Each station had large, printed boards summarizing the subject matter of that station, including: the Project Description, Aesthetics, Air Quality, GHG, and Energy, Cultural (Archaeology and Historical Resources), Parks and Recreation, Noise, Transportation, and Parking. Each station also included printed materials that attendees could review and/or take with them, including fact sheets in English, Spanish, and Chinese (Simplified) and printed copies of the presentation from the virtual public hearing in English, Spanish, Chinese (Simplified) and Chinese (Traditional). A hard copy of the Draft EIR was also available at the Summary of Impacts station for attendees to review. The meetings were staffed by Metro and AECOM staff, experts on subject matter areas including Transportation and Parking; Archaeology; Historical Resources; Air Quality, Greenhouse Gas, and Energy; Ropeway Engineering; Noise; and Aesthetics, and the Project team, who answered questions from attendees on the Draft EIR key analyses and conclusion. During the two in-person public meetings that were public hearings, comments could be submitted either in writing on forms provided by Metro, or verbally to the court reporters who had set up at a "comment station" in the venue. Written comment forms provided instructions on how to comment on the Draft EIR in English, Spanish, and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public

meetings, with interpretation provided in Taishanese during the final two public meetings.

Comment P527-3 You pieces of sh*t and [inaudible] you're acting like you can't hear us? F*cking hear us! We are here! We are not going to stop! You will f*cking hear us, because [this is our home]! We live here! You cannot f*cking step all over us as if we are f*cking insects! We [inhabit] this place! We will not move! [I assure you,] nobody f*cking wants this stupid box! In the f*cking air! [inaudible] [looking at me!] Stop pretending we don't exist! We are here! We are alive! And will f*cking make sure this f*cking gondola is never built! [Inaudible] So many [deaths] have been because of gentrification! [Rest in peace], [no availability] for the community, and it's all on your hands. You are murderers if you continue this project! Stop the gondola! Stop the gondola!

Response P527-3 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P528 – Katie Wang

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P528

Comment P528-1 *Katie Wang:* Thanks Kenny. I'm Katie, I'm also with Chinatown Community for Equitable Development, where some of us here are also from. I've been a volunteer with CCED for around 10 years now, and when I first heard about this project, I thought, you know, our organization has been fighting for things that we really need, like a hospital, an active, an active working hospital that's open and accessible to our community. We've been fighting for a full-service grocery store. There are many things our community needs, and a gondola that hangs over our community is not one of them.

Response P528-1 Refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues, and would benefit the surrounding community by alleviating existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety.

Comment P528-2 We're asking for an investment in real public transportation, a resource, a resource that everyone can access. And maybe you're familiar with Chinatown, with this neighborhood that this gondola wants to be hanging over. You know, many folks are living at the poverty line. Many folks are working class and poor. It is not accessible to folks who live here to pay upwards of \$20 for a gondola trip.

Response P528-2 Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. The proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. The proposed Project would provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first / last mile multi-modal options at

the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station.

Comment P528-3 This is not the kind of resource our community needs, and we will continue to demand that this project be stopped.

Response P528-3 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P529 – Kenny Chan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P529

Comment P529-1 Hey, how's it going? It's Kenny, I'm with CCED. When I came in today over at the front desk to check in, and I asked them, "Where do I go sign up for public comment?", they pointed to the back corner of the room, with a freaking curtain behind it. Does that sound like public comment to you? So, we brought public comment here today, the people did, right? And I still see all these people, all these locals out here like at the science fair, looking at the little billboards, staring, and ignoring us. Here they are, whatever BS consulting agency you work for, Governor, whoever's here, you over there in the corner looking nervously around, you should be here, listening to us!

Response P529-1 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's opportunities for public testimony during the Draft EIR public review period. During the public review period, comments on the Draft EIR could be submitted in writing via email or mail, by phone, and during the four public hearings. Comments on the Draft EIR could be submitted by email to LAART@metro.net, by mail to One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or over the phone by calling (213) 922-6913. Comments could also be submitted at each of the four public hearings. At virtual public hearings, comments could be given verbally. In light of the disruptions at the January 12, 2023, public hearing, Metro provided a fourth public hearing by way of a virtual public hearing held on February 8, 2023. Verbal comments made at the virtual February 8, 2023 public hearing were deemed timely submitted for the purposes of the Draft EIR public review period. At the two public hearings held in person, comments could be submitted either in writing on forms provided by Metro, or verbally to the court reporters who were set up at a "comment station" in the venue. Written comment forms provided instructions on how to comment on the Draft EIR in English, Spanish, and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during all four public hearings, with interpretation provided in Taishanese during the final two public hearings. Under CEQA, the purpose of a Final EIR is to respond to comments received on the Draft EIR during the public review period and incorporate changes to a proposed project in response to such comments. (CEQA Guidelines, § 15088). Consistent with CEQA, comments received on the Draft EIR were responded to in the Final EIR.

Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of format of the in-person public meetings immediately preceding and during the Draft EIR public review period, which was an Open House, consistent with standard Metro practice, where attendees could learn more about the proposed Project and the key analyses and conclusions of the Draft EIR, and also a public comment opportunity.

Twelve stations were set up throughout the venue, with ten stations focused on specific subject matter areas of the Draft EIR. Attendees could walk around to each station and ask questions to subject-matter experts about the proposed Project. Each station had large, printed boards summarizing the subject matter of that station, including: the Project Description, Aesthetics, Air Quality, GHG, and Energy, Cultural (Archaeology and Historical Resources), Parks and Recreation, Noise, Transportation, and Parking. Each station also included printed materials that attendees could review and/or take with them, including fact sheets in English, Spanish, and Chinese (Simplified) and printed copies of the presentation from the virtual public hearing in English, Spanish, Chinese (Simplified) and Chinese (Traditional). A hard copy of the Draft EIR was also available at the Summary of Impacts station for attendees to review. The meeting was staffed by Metro and AECOM staff, experts on subject matter areas including Transportation and Parking; Archaeology; Historical Resources; Air Quality, Greenhouse Gas, and Energy; Ropeway Engineering; Noise; and Aesthetics, and the Project team, who answered questions from attendees on the Draft EIR key analyses and conclusion.

Comment Letter P530 – Elba Yanyez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P530

Comment P530-1 *Speaker 1:* The Gondola is not good for Chinatown, it's not good for the state park. Now we have somebody from the state park [who's] going to say a few words.

Response P530-1 This comment provides a general introduction to the comments raised in this letter. Responses to the comments contained in this letter are provided below in Responses to Comments P530-2 through P530-3. Refer to Topical Response C, Project Features, for discussion of the potential added benefits from the proposed Project, including potential partnerships with and benefits to local businesses in Chinatown. Through collaboration with State Parks, the proposed Project has been designed to provide additional benefits to the Los Angeles State Historic Park, including pedestrian improvements between Metro's L Line (Gold) and the park, and integration of the Chinatown/State Park Station into the southern boundary of the park with hardscape and landscape enhancements, a mobility hub, and other park amenities including concessions, restrooms, and a breezeway connecting the concessions and restrooms.

Comment P530-2 *Elba Yanyez:* Hello everybody. My name is Elba Yanyez. I'm an El Sereno resident and I'm with Save Elephant Hill. For seven years I served on California's state commission on parks and recreation. During the time that this park was under development, community members undertook one of the greatest environmental justice campaigns in Los Angeles history. It took an entire city to stop the development of warehouses and to create this park. Once that park land was protected, there were 65 meetings led by state park staff to determine what would happen on this land, and at no point during those discussions was there a mention of a gondola. Never.

Response P530-2 Metro and the Project Sponsor acknowledge the more than 20 years of effort the community undertook to convert the closed rail yard at River Station to what is now the Los Angeles State Historic Park. Through collaboration with State Parks, the proposed Project has been designed to provide additional benefits to the Los Angeles State Historic Park, including pedestrian improvements between Metro's L Line (Gold) and the park, and integration of the Chinatown/State Park Station into the southern boundary of the park with hardscape and landscape enhancements, a mobility hub, and park amenities. As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system. The proposed Project's required aerial clearance would

be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park. Through continued collaboration with State Parks and other stakeholders, the proposed Project benefits would outweigh those effects and would be a net benefit for visitors to the park. Refer to Topical Response F, Los Angeles State Historic Park, for a discussion of the legal framework that allows the California Department of Parks and Recreation to permit the proposed Project's use of Los Angeles State Historic Park.

Comment P530-3 This is a violation of our state law, CEQA, California Environmental Quality Act. This is a complete travesty. If this gondola gets built, not only is it a travesty of the law, but it's a travesty for all the work that people have put in for decades to get this park to what it is. It's not in the EIR; the gondola is not in the EIR. The impacts on the community of this gondola were never considered, so we have to stop the gondola, now.

Response P530-3 The Draft EIR includes 7,877 pages of detailed analysis from experts in their respective fields, intended to provide the public and decision makers the information that they need to meaningfully consider the proposed Project's potential environmental impacts, as well as a shorter executive summary that explains the analysis and conclusions in clean and simple language. Accordingly, the Draft EIR more than adequately complies with CEQA's requirements for a Draft EIR. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts, including to Los Angeles State Historic Park. Additionally, refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan

for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Comment Letter P531 – Xochitl Manzanilla

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P531

Comment P531-1 Speaker 1: We have Xochitl from [inaudible], which is an area affected quite a bit.

Response P531-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Responses to the comments contained in this letter are provided below in Responses P531-2 through P531-4.

Comment P531-2 Xochitl Manzanilla: Hello, good evening, my name is Xochitl Manzanilla, and I am opposing the gondola very strongly. Listen, Frank McCourt, because we don't need this gondola. This is a monstrosity that we don't need it, we already have transportation to Dodgers Stadium, and you are a billionaire, you only want to get more money from the people, who is poor people. So, the poor are poorer, and the rich are richer. You are already a billionaire; you don't deserve more from the poor people of these communities. You go make your gondola somewhere else because we don't need that.

Response P531-2 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project supports Metro's goal of prioritizing equity opportunities and helps promote public transit as an essential lever in enabling access and improving quality of life for Los Angeles County. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment P531-3 We have many, many different problems in the park, LA State Historic Park, and we don't need that gondola because that will destroy all our programs. In the park, we have the farmer's market.

Response P531-3 As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system. The proposed Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park.

Comment P531-4 We have a program with flying kites that are very high, they fly very high. With those gondolas, that program will not be possible. So, we have to stop this monstrosity as soon as possible, so listen Frank McCourt, and stop it, stop it right now. We don't need it. Stop the gondola! Stop the gondola! Stop the gondola!

Response P531-4 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Response P531-3 for discussion of how the ability to use the vast majority of the Park would not be affected by the proposed Project, including kite flying. Refer Response P531-2 for discussion of the Project Sponsor.

Comment Letter P532 – Tam Po Tien

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P532

Comment P532-1 *Speaker 1:* That is, many thanks.

Response P532-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P532-2 *Tam Po Tien:* I am Toishanese, let's speak Toishanese.

Hello everybody, we the Toishanese, [inaudible] 1 2 3!

Let's unite!

To oppose that gondola!

I don't know what else to say. That's it.

Response P532-2 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P532-3 *Speaker 1:* She spoke in Toishanese. [She said:] oppose, unite, and organize! Oppose the gondola!

Response P532-3 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P533 – Jose Estrada

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P533

Comment P533-1 *Speaker 1* [inaudible] this project is opposed by a lot of people. The next one is Jose.

Response P533-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Responses to the comments contained in this letter are provided below in Responses P533-2 through P533-4.

Comment P533-2 *Jose Estrada:* Ok, good evening to all of you. My name is José Estrada, I am a Resident Community Organizer here in the area, and the truth is that as a representative of the Hispanic, Spanish-speaking community, we, as low-income families, know that these projects are not advantageous to our communities. We have many examples in Los Angeles, where right now many Hispanic communities are being evicted because of these false projects, like the Gondola Project.

Speaker 3: Hello, my name is Jose Estrada, I'm a community organizer and I live in the area. As a representative of the Spanish-speaking community in LA and of all the people in the community we work with, we know that these projects are a false promise and only lead to gentrification, one of many projects in LA that is not good for our community.

Response P533-2 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment P533-3 *Jose Estrada:* We cannot accept that for the sake of money people are being deceived and being told to accept the project. There is a community nearby called William Meek: 420 homes, 420 families that have been forced to say that they accept the project by intimidating them, by telling them that if they do not accept the project, they will be evicted from their public housing. This must not happen: that through money people are being harassed and lied to. Because afterwards, the problem is that many families will be evicted from this area. Because, as we say, these projects are

very expensive and they are for touristic purposes, and what this brings is more evictions, evictions of many families from this area.

Speaker 3: We can't allow poor people to be scared by money. One of the communities that we work with here in Chinatown, [inaudible] Gardens, is a public housing community. It's got over four hundred units. People there have been forced to say that they agree with the project when all we know is that people are afraid. They're being intimidated, they're being scared when this is only going to lead to further displacement.

Response P533-3 Refer to Response P533-2 for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, and Topical Response N, Environmental Justice, for discussion of how the proposed Project will not displace housing, prevent planned housing, or preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities.

Comment P533-4 *Jose Estrada:* Well, finally, we are grateful because, as they say "Together, everything is possible." The Korean, Chinese, Hispanic, English-speaking communities, from all languages, all cultures, are gathered here. We are very glad that we are united in this fight! Because we have to stop this project. Because if we don't stop it, we will regret it afterwards, so thank you for being here! Together, fighting, saying "Stop Gondola!" Let's stop the Gondola Project! Thank you! Thank you very much!

Speaker 3: [A lovely], I want to thank everyone who's here. As you can see, we have a very diverse community in Chinatown, and people are all coming together to stop this project. Together, we can build [inaudible] and stop this project so that we don't regret the aftermath that's going to happen if this gets approved. Thanks everyone and [stop the gondola!]

Response P533-4 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P534 – Amy Ho

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P534

Comment P534-1 Hello, good evening, ladies and gentlemen. My name is Amy. I've been living here for 35 years, and I have worked hard, just for, you know, to get a place to live, right? And I'm very happy that, you know, I'm not a burden to the city or to the government or to the society. I worked hard to get my piece of land and home to live here.

Response P534-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P534-2 Not [the] Dodgers; they don't have to take away my right to live at [inaudible]. Besides, the Dodgers play, the games is only 82 or 83 games per year out of 365 days. Why [do] they make a big deal about that? Okay. Well, for those who approve the Gondola, please, touch your heart, and, you know, your conscience. If someone put a gondola in front of your house and had to [inaudible] over your head, over your roof, would you think? Would you approve with your hands and legs for that? Think about that, always put yourself, someone in your position and yours in other position before you say something. You know what the Dodgers [inaudible] is always think about? Their money, their revenue, how much they make per cup of beer, per cup of coffee, or cup of Coke. They're not [looking out] for us here.

Response P534-2 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents,

employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park.

Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P535 – Melissa Arechiga

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P535

Comment P535-1 Hi, my name is Melissa Arechiga. I stand here before you as a representative of the surviving families that were violently displaced for Palo Verde, La Loma, and Bishop. Three Mexican indigenous communities that were destroyed to build Dodger Stadium. I'm here today to oppose the gondola project, the [inaudible].

Response P535-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine.

Comment P535-2 While this may be exciting for some, it's a sign of change, and the change is not inclusive to all, specifically people of color. The Dodgers corporation and the City of Los Angeles have a long partnership together, working to destroy and exploit communities of color. The gondola represents gentrification, the destruction of not only our communities but the environment and our beloved wild fire. The gondola project is no different than the deal that was made to take away our families' generational wealth by destroying three communities to build the Dodger Stadium. The Dodgers and the Los Angeles City Council set to build the gondola in the middle of our communities, and this would only benefit the Los Angeles Dodgers.

Response P535-2 Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice and how the proposed Project supports Metro's goal of prioritizing equity opportunities. The proposed Project is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment. Public outreach for the proposed Project was designed with environmental justice principles in mind. The proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets,

arterial roadways, and freeways, thereby reducing associated air pollution and improving safety. The proposed Project is also designed to be ADA compliant. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment P535-3 Our residents and small business owners will suffer with this so-called revitalization project that is code word in communities of color as gentrification and long terms that leaves our most vulnerable community members displaced with no benefits. The history between the Los Angeles Dodgers and the City of Los Angeles has left our city in worse conditions than the deal in the 1950s, when our homes and our three communities were destroyed, and the lies that were told to the public of public housing today leave us with the current issues of our houses and unaffordability crisis that affect all of us today. It is a win-win for the Dodgers. It has been since Black Friday, Friday, May 8th, 1959, when our three communities were bulldozed, and our families dragged out. It is time to put a stop to the Dodgers corporation on exploiting the people and public. [inaudible] elected officials oppose this project as it will have damaging effects that will have lasting effects for generations and generations. Enough. It's time to put an end to Dodgers' corporate greed.

Response P535-3 Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Response P535-2 for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities.

Comment Letter P536 – Victoria Steele

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P536

Comment P536-1 I live... I'm actually in Chinatown Senior Lofts [inaudible] right on the gondola line, and we have [a] recreation area on the roof. And we are concerned about privacy and, although I've been told that the windows will fog up, [that] there's no problem, we can't really trust that 100% that, that's going to work and continually work. We do not like a loss of privacy for any residential area.

Response P536-1 Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. The proposed Project would be located in a densely-populated, urban environment surrounded by a variety of commercial, industrial, and residential development types. In this type of environment, it is common for public transportation, such as Metro's light rail, to be located adjacent to residential uses and modern aerial transit systems in other cities, including Portland, Oregon, and New York City, operate adjacent to residential uses. Nevertheless, as discussed in Topical Response J, Gondola Design and Operations and Section 2.0, Project Description, of the Draft EIR, cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views, and the proposed Project would work with stakeholders adjacent to the proposed Project alignment to identify locations where the use of privacy glass would be warranted. Considerations as to the locations along the proposed Project alignment where the privacy glass could be activated include the subject adjacent sensitive views and the vertical and horizontal distance between the proposed Project cabins and the adjacent sensitive views.

Comment P536-2 Also, we're concerned about the traffic, the parking. All the traffic is going to be on our [meter]. Parts of Chinatown have all these small streets. It's already congested enough; we don't need any more than that.

Response P536-2 Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a

transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines ("TAG"). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project's potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified.

Comment P536-3 And, it's a concern too about the park. Should we... Is it really wise having a station in Chinatown? Will that increase parking problems for traffic or are people going to go to Union station and park down there? And visually, how is that going to affect the park?

Response P536-3 As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts, including to Los Angeles State Historic Park. Refer to Response 536-2 regarding the Parking Study and parking management plan. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant, including at the Park.

Comment Letter P537 – Julie Chow

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P537

Comment P537-1 *Julie Chow:* Good evening, everyone.

I'm Julie Chow, and I have lived in Chinatown for many years.

I'm strongly opposed building this gondola.

Speaker 2: [My name is] Julie Chow, I've [lived] in Chinatown for many, many years, and I strongly oppose the gondola project.

Response P537-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P537-2 *Julie Chow:* This approach is really disrespectful to the Chinese community.

Speaker 2 The gondola is very disrespectful to the Chinese community. [inaudible]

Response P537-2 Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, and Appendix A, Scoping Report, of the Draft EIR, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefit to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Refer to Topical Response C, Project Features, for discussion of the potential added benefits from the proposed Project, including potential partnerships with and benefits to local businesses in Chinatown. Further, the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area.

Comment P537-3 *Julie Chow:* If they really need it, they can build a subway, a bus.

Response P537-3 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Aerial rapid transit technology has the ability to overcome grade and elevation issues between LAUS and Dodger Stadium in order to provide a direct transit connection between the two locations, and provide safe, zero emission, environmentally friendly, and high-

capacity transit connectivity in the Project area. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for a discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders traveling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region.

Comment P537-4 Let's oppose it together, we will not support it, always oppose it!

Speaker 2: Together, we oppose the gondola, forever!

Response P537-4 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P538 – Li Wei Huang

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P538

Comment P538-1 *Li Wei Huang:* We are strongly opposed this gondola project.

We will not sell Chinatown.

Speaker 2: Oppose the gondola. Do not sell- - Chinatown is not for sale.

Speaker 3: Chinatown is not for sale!

Response P538-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P538-2 *Li Wei Huang:* Chinatown is our home

Speaker 2: Chinatown is our home

Response P538-2 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P538-3 *Li Wei Huang:* If this gondola project proceeds, there is only harm, but no benefits.

If our voice can be heard, they should build the gondola near the park.

Do not pass through Chinatown, right?

Speaker 2: We don't want a gondola. We don't want a gondola [to] pass through Chinatown. Okay.

Response P538-3 Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment Letter P539 – Ne Huang Hom

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P539

Comment P539-1 *Speaker 1:* We're going to have a resident from Chinatown, they speak in Chinese.

Response P539-1 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P539-2 *Ne Huang Hom:* Strongly oppose this gondola project.

Our Cathay building has hundreds of residents opposing this.

Speaker 1: He is [a resident of] Cathay Manor, senior citizen housing, he says he strongly opposes the gondola project, and the people, 300 residents of Cathay Manor oppose the gondola.

Response P539-2 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P539-3 *Ne Huang Hom:* We are strongly opposed this gondola project, it is a scam.

Our customers, large and small businesses will be scammed.

It will screw up our Chinatown. It's dirty and polluted. Tall buildings can't be built here.

This gondola will create more harm than good, we are opposed it.

Speaker 1: [inaudible] no good for the Chinatown community, it's not good for the China community. [inaudible] low-income residents, [and this will cause] more air pollution, [lack of] privacy, so we oppose!

Response P539-3 Refer to Topical Response C, Project Features, discussing the proposed Project's potential partnerships with and benefits to local Chinatown businesses. As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project creates a first/last mile transit link for residents and businesses within Chinatown while unifying and connecting communities through transit mobility access. This new mode of transportation will expand rider access to the regional transit system by attracting new visitors including Dodgers fans, and represents an opportunity for additional visitors along the proposed Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential partnerships that drive customers to Chinatown and other businesses along the proposed Project

alignment, which, consequently, adds revenues to these small businesses in the communities the proposed Project hopes to serve. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gases through reduced vehicular travel. Additionally, refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues, and would benefit the surrounding community by alleviating existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety. Refer to Topical Response J, Gondola Design and Operations and Section 2.0, Project Description, of the Draft EIR, for discussion of how cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views.

Comment Letter P540 – Alejandra Flores

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P540

Comment P540-1 I am AGAINST this proposed gondola monstrosity being built NEXT TO MY HOUSE!!!!

Response P540-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential uses.

Comment P540-2 Our community didn't ask for this project.

Response P540-2 Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements.

Comment P540-3 OUR COMMUNITY DOES NOT WANT OR NEED THE GONDOLA. NO ONE in this neighborhood is "for" this horrible structure. NO ONE!

Response P540-3 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Response P540-2 for discussion of the proposed Project's outreach efforts.

Comment P540-4 Whatever it is - We say "No!" NO GONDOLA. EVER.

Response P540-4 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P541 – Bob Hanisee

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P541

Comment P541-1 In response to your article re the proposed gondola from Union Station/Chinatown to Dodger Stadium. If one makes the unlikely assumption that traffic on the gondola is as projected, where will all the cars/users park? The only real parking structure available is on the back side of Union Station. Imagine if you will several thousand folks trying to get into and then after the game out of that facility. At the same time, Dodger Stadium has a wonderful parking facility/lot that is, though sticky at game time works adequately.

Response P541-1 Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines (“TAG”). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project’s potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified. Refer to Section 2.0, Project Description, of the Draft EIR for a discussion of how the proposed Project would require the removal of 194 parking spaces at Dodger Stadium to accommodate Dodger Stadium Station, but approximately 20 percent of Dodger fans could take aerial transit connected to Metro’s regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Comment P541-2 Yes, there is an increase in traffic at all the Stadium entrance points and surrounding streets (a social price worth the cost for the benefit of having the Dodgers in our city).

Response P541-2 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project’s system, approximately 20 percent of the fans could take aerial transit connected to Metro’s

regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Comment P541-3 And what then of the six to eight months during the off season? After building this monstrosity, all that would be accomplished is to shift the congestion to new locations.

Response P541-3 Refer to Response P541-2 for an overview of the need for the proposed Project. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Section 2.6, Ridership, of the Draft EIR for a discussion of how the proposed Project would be configured to operate based on the anticipated ridership for Dodger games and special events at Dodger Stadium, events at the Los Angeles State Historic Park, commuters and residents in adjacent neighborhoods, and visitors to Los Angeles. The proposed Project has the flexibility to operate at varying speeds and capacity depending on ridership.

Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project’s stations.

Comment P541-4 This is clearly a vanity (and money making) project for/by Mr McCort: it is not needed

Response P541-4 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P542 – Kimberly Turner

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P542

Comment P542-1 *I oppose the Los Angeles Proposed Aerial Gondola to Dodger Stadium. *Gondola's will "fly" over communities in the area at low altitudes. These communities will suffer severe negative impacts including loss of privacy and cluttered airspace above their homes. This is yet another LA tourist attraction/moneymaker for the developer/owner while disregarding the negative impacts on the communities below. Residents are at your mercy, with no control.

Response P542-1 Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the proposed Project's design and operations, including discussion of the safety, privacy, and operations features of the proposed Project. Cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views. Considerations as to the locations along the proposed Project alignment where the privacy glass could be activated include the subject adjacent sensitive views and the vertical and horizontal distance between the proposed Project cabins and the adjacent sensitive views. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P542-2 *This proposed Gondola Project will sacrifice communities* and, like FAA's NextGen, will not meet the objectives. According to a *UCLA study attached*, the Gondola Project would not significantly reduce traffic around Dodger Stadium, will not reduce greenhouse gas emissions, will carry fewer passengers than LA ART claims, will not likely be used after the games, and will unlikely be used for any transportation aside from the games. There are easier, faster, and better ways to meet the objectives, such as making better use of existing bus lanes.

Response P542-2 Refer to Topical Response O, Response to UCLA Mobility Lab Study, for detailed responses to the items in the Mobility Lab Study. The Mobility Lab Study was not submitted by its authors at the Mobility Lab as a comment on the proposed Project's Draft EIR, and does not appear to have been prepared for that purpose. On January 13, 2023, the Mobility Lab issued the following statement regarding the Mobility Lab

Study:**Statement from the UCLA Mobility Lab Regarding LA Gondola Ridership Projection**

The UCLA Mobility Lab is an engineering and technology lab dedicated to scientific research and innovation around mobility technologies. The lab's data on projected transit ridership of a proposed Dodger Stadium gondola is preliminary in nature. More research would be necessary to draw conclusions about potential use of the gondola. The lab takes no view on whether the project should be built.

Jiaqi Ma

Director, UCLA Mobility Lab

Faculty Associate Director, UCLA Institute of Transportation Studies

Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gases through reduced vehicular travel. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game and the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Refer to Section 2.6, Ridership, of the Draft EIR for a discussion of how the proposed Project would be configured to operate based on the anticipated ridership for Dodger games and special events at Dodger Stadium, events at the Los Angeles State Historic Park, commuters and residents in adjacent neighborhoods, and visitors to Los Angeles. The proposed Project has the flexibility to operate at varying speeds and capacity depending on ridership. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders travelling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region.

Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project's ridership model which is based on extensive data sources and assumptions validated by data, and post-game transportation. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the how the proposed Project would carry up to approximately 5,000 passengers per hour per direction (pphpd).

Comment P542-3 *The Gondolas will be using "mobility hubs." * Will this new hub have other purposes, for other modalities such as Advanced Air Mobility/Urban Air Mobility ("AAM/UAM")? *It's impossible not to draw the parallel between the Gondolas and AAM/UAM. *We have found that under former Mayor Garcetti, Los Angeles is being sacrificed as a test city for these new transportation modalities, that are little more than "taxis" holding only 2-4 people, flying at disturbingly low altitudes (350 feet AGL), serving only high-income users, and will not reduce freeway traffic. It will be a money maker for aviation industry insiders at the expense of the* communities below who will be subject to extreme impacts *stacked underneath NextGen jets and helicopters. *Unsuspecting sacrificial communities are left out of this process* until it's years in the making by private industry partnered with LA's policy makers/leaders, and too late for the public to put a stop to.

Response P542-3 Refer to Topical Response C, Project Features, for discussion of how the proposed Project would include mobility hubs at Chinatown/State Park Station and Dodger Stadium Station to provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first/ last mile multi-modal options. As discussed in Section 5.0, Corrections and Additions, of the Final EIR, the proposed Project would provide a mobility hub at the Dodger Stadium property to provide connectivity to Elysian Park, the City's second largest park, comprising 575 acres, and the surrounding communities. Outside of game day periods, passengers would be able to access a suite of first/last mile multi-modal options, such as a bike share program, and individual bike lockers to access Elysian Park and other nearby neighborhoods, including Solano Canyon.

Comment P542-4 As a community activist in Studio City, for years I have been requesting information about AAM/UAM development in Los Angeles, only to now find that it is in advanced stages and ready to infiltrate our skies by 2024/2025. Former Mayor Garcetti/Metro/LAWA have been pushing for AAM/UAM progress, while the public remains ignorant of what lies ahead if they happen to be one of the "unlucky ones" under a flight path, or in this case, under a gondola. I have seen first-hand how citizens are shut out of the process --their requests for information about safety, environmental impacts, and costs are left unanswered. *The human cost has been ignored in favor of monetary gain. *

Response P542-4 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or

raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P542-5 LA leaders must start listening to the people. The desire to make a buck can't be greater than the interests of the people you serve who call LA home. Find a better way to get people to Dodger Stadium. *Stop the Gondola and Stop AAM/UAM before it's too late. *

Response P542-5 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period.

Comment Letter P543 – Brenda Zhang

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P543

Comment P543-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). As a resident of Atwater Village who works with Chinatown community, I am against the project because it continues a racist history of neglecting and inflicting upon the communities most impacted gentrification and displacement, environmental hazards, and and overburdening of already limited resources (around traffic, parking, and so forth). These communities did not ask for this project, and we don't need or want this project.

Response P543-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice, how the proposed Project supports Metro's goal of prioritizing equity opportunities and is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment, how the public outreach for the proposed Project was designed with environmental justice principles in mind, and how the proposed Project would address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety.

Comment Letter P544 – Chrysa Kovach

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P544

Comment P544-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). As someone who works in the community, I am greatly concerned about additional traffic strains in the neighborhood. This gondola project does not solve existing transportation issues and will only exacerbate already poor air quality and displacement in the neighborhood. Nobody asked for this. There are myriad other issues that we have in Los Angeles that could use the public discourse, resources, and focus of Metro that has been wasted on this superfluous and frankly ridiculous project.

Response P544-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P545 – Jane Chow

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P545

Comment P545-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). As a resident of Los Angeles, I will be negatively impacted by this project. I am concerned about this project for the following reasons:

Response P545-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Responses to the comments contained in this letter are provided below in Responses P545-2 through P545-5.

Comment P545-2 1. Environment: The Gondola Project will increase the impacts of air pollution from traffic and vehicle emissions in an area already overburdened by air emissions and pollution.

Response P545-2 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Comment P545-3 2. Historic and Cultural Resources: This project will hinder historic and cultural resources such as the Los Angeles State Historic Park, historic Union Station, and the Pueblo de Los Angeles Historic Monument.

Response P545-3 The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to cultural resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix F, Archaeological and Paleontological Resources Assessment for the Los Angeles Aerial Rapid Transit Project, and Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant, and all potential impacts related to archaeological resources would be either less than significant or reduced to less than significant with mitigation.

Comment P545-4 3. Gentrification: This project will lead to displacement and increase the cost of rent in the area.

Response P545-4 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding

neighborhoods and is consistent with Metro’s considerations regarding gentrification and displacement.

Comment P545-5 4. Lack of transparency and community consultation: Metro went forward with this project without an open public process and without competitive bidding. I don’t understand the ownership or operation of the project because the details have been hidden from the community. Who is paying for this project? Will taxpayers be left holding the bag?

The community has been neglected and our people's voices have not been heard. Please do not go forward with this project.

Response P545-5 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted. Nevertheless, this comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro’s sole source determination for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project’s capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project’s capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project’s public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P546 – Phyllis Chiu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P546

Comment P546-1 I am a Chinatown stakeholder and I am opposed to the Dodger Stadium gondola project. The gondola will serve no useful purpose to Chinatown residents and businesses. Most Chinatown residents do not regularly attend games or concerts at Dodger Stadium. The gondola and its towers would take up airspace in the community and nearby state park, which residents use for exercise and fresh air. It would do nothing to increase business and tourism in Chinatown, since passengers would fly right over the community.

Response P546-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project creates a first/last mile transit link for residents and businesses within Chinatown while unifying and connecting communities through transit mobility access. This new mode of transportation will expand rider access to the regional transit system by attracting new visitors including Dodgers fans, and represents an opportunity for additional visitors along the proposed Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential partnerships that drive customers to Chinatown and other businesses along the proposed Project alignment, which, consequently, adds revenues to these small businesses in the communities the proposed Project hopes to serve. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Additionally, refer to Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, for discussion of the footprint of the proposed Project in the Los Angeles State Historic Park. With the small footprint of the proposed Project's Chinatown/State Park Station, and the required clearances and the height at which the cabins would cross over the Park, the ability to use the vast majority of

the Park would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park.

Comment P546-2 Dodger fans presently can conveniently go from Union Station to the stadium on the direct Metro buses provided on game days. Residents and tourists already have transportation access to Chinatown via the Gold Line stop. What residents need from Metro is more frequent and reliable bus service so they can go shopping, to doctors's appointments, etc.

Response P546-2 Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, and Section 4.0, Alternatives, of the Draft EIR, for a discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities. Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders travelling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region. Further, compared to the Metro L Line (Gold), accessible at the Chinatown Station, the proposed Project's Chinatown/State Park Station would be closer to the Los Angeles State Historic Park, the shorter headways would result in more frequent service, and the travel time would be less.

Comment P546-3 While your literature makes it look like a wonderful benefit built and supported by private funds, it is unclear where operating expenses down the road will come from. It would be improper if public space and public subsidies are being used to benefit private ventures while the city and Chinatown are in need of affordable housing, health care, social services.

Metro, as a public agency, needs to get its priorities correct. You are supposed to serve all the residents of the area, not manage wealthy individuals' vanity projects.

Response P546-3 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, and Topical Response N, Environmental Justice, for discussion of how the proposed Project will not displace housing, prevent planned housing, or preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities.

Comment Letter P547 – Andrew Yip

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P547

Comment P547-1 As a Dodger fan, and Metro transit rider, I am voicing a big NO to any Gibson's bring built to connect Union Station to the stadium at the expense of local residents.

Make transit free and reliable instead of building costly projects that won't appreciate traffic.

Response P547-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. The proposed Project would provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first/last mile multi-modal options at the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station. Refer to Section 3.17, Transportation, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel. Refer to Topical Response A, SB 44, for discussion of how the proposed Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles.

Comment Letter P548 – Renee Tajima

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P548

Comment P548-1 I am writing to express my deep opposition to the proposed Dodger Stadium gondola. My family has lived in the downtown and eastside community for a hundred years and we have witnessed and experienced many waves of displacement, as when our church and family home was lost to a freeway. At least I can say that freeway provides a service to the many. The gondola will serve the few, as the UCLA Mobility study has shown.

Response P548-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of how the proposed Project would carry up to approximately 5,000 passengers per hour per direction (pphp). Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world and their operations, integration with nearby residential and open space uses, community benefits, promotion of public art and collaborations with local artists, and evidence that such systems can reduce violent crime in nearby areas and promote a sense of security compared to other modes of public transportation. Refer to Topical Response O, Response to UCLA Mobility Lab Study, for detailed responses to the items in the Mobility Lab Study. The Mobility Lab Study was not submitted by its authors at the Mobility Lab as a comment on the proposed Project's Draft EIR, and does not appear to have been prepared for that purpose.

Comment P548-2 I've been saddened to see longtime residents and businesses pushed out of Chinatown. The community is no longer the same. The gondola would further degrade quality of life and increase environmental pollution in the affected neighborhoods, it would privatize public resources for the benefit of private interests Frank McCourt and the Dodger organization, and it would provide very little in traffic mitigation or responsible and practical public transit.

Response P548-2 Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice, how the proposed Project supports Metro's goal of prioritizing equity opportunities, is designed to extend

affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment, how the public outreach for the proposed Project was designed with environmental justice principles in mind, how the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety, and how the proposed Project is designed to be ADA compliant. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 3.17, Transportation, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel. Refer to Topical Response A, SB 44, for discussion of how the proposed Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential and open space uses.

Comment P548-3 If you want to solve the traffic and parking problem at Dodger Stadium, then build and strengthen a safe, accessible and reliable public transit system.

Thank you for your attention to this matter.

Response P548-3 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset

Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential and open space uses.

Comment Letter P549 – Bridget McCarthy

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P549

Comment P549-1 The DEIR is incomplete and inaccurate in fundamental respects. What are the ultimate plans for the Dodger Stadium parking lot? How will those plans impact traffic and greenhouse gas emissions? The data in the DEIR concerning number of car trips eliminated and impact on greenhouse gas emissions is flawed. It does not take into account that most gondola riders will take a rideshare or cab after the game and further that few (if any) will use the gondola on non-event days. This flaw impacts each and every statement in the DEIR on gondola ridership and greenhouse gas impact.

Response P549-1 Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro’s Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project’s ridership model which is based on extensive data sources and assumptions validated by data, and the management of queuing at stations, and pre-game and post-game transportation. The underlying factors that would influence pre-game/event and post-game/event travel conditions and ridership are built into the ridership model developed for the proposed Project based on extensive data sources and assumptions validated by data. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project’s ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project’s ridership model, which took into account the share of game attendees at Dodger Stadium using rideshare/transportation network companies. Refer to Section 2.01, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park.

Comment P549-2 The construction of a massive tower and station at State Historic Park is contrary to the park's historical mission and its recreational usage. These unwelcome developments would detract from the refuge offered by the park and the park viewshed. The Broadway bridge can be constructed without the massive gondola. The gondola impact on park users and local residents within the "flight path" is profound and the lack of concern for residents is callous and heartbreaking. One must ask whether Frank McCourt and Metro board members would welcome gondolas whizzing over their yards and homes every few minutes?

Response P549-2 As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system. The proposed Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park. Refer to Topical Response F, Los Angeles State Historic Park, for discussion of the proposed Project's consistency with the park's historic designation. As discussed in Topical Response C, Project Features, while not proposed as part of the proposed Project, the Draft EIR includes an analysis of the State Park's proposed bike and pedestrian bridge as part of Design and Use Option E. The bridge would provide important connections for students at Cathedral High School, as well as between the park and the Chinatown, Savoy, and Solano Canyon neighborhoods to support convenient access for the community. The analysis serves to provide environmental clearance for the bike and pedestrian bridge as a benefit to the Los Angeles State Historic Park, as while the bike and pedestrian bridge was mentioned in the Los Angeles State Historic Park General Plan and studied in the State Park's Bridge Feasibility Study, the bike and pedestrian bridge was never environmentally cleared. Support for the Los Angeles State Historic Park bike and pedestrian bridge would otherwise be provided as part of the proposed Project. Accordingly, the proposed Project is furthering the bike and pedestrian bridge by providing the necessary environmental clearance and support for the bridge. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited

to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P549-3 The TSM Alternative is clearly feasible and superior yet it is discounted in the DEIR in order to present the gondola as the only solution to traffic and transportation issues. It is not the only solution. Express bus service can be increased. Just look at the Hollywood Bowl bus service. Loading stations can be added. No massive gondola is needed to move people around Chinatown, Solano Canyon and Elysian Park. Dash bus and Micro Metro services can do that much more efficiently and far less obtrusively. These existing solutions do not impact State Historic Park or El Pueblo. Take a lesson from the walkways that were built over Flower Street in downtown decades ago ? they are very lightly used while most people walk right down to the street to get to their downtown destinations.

Response P549-3 Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Draft EIR considered a range of reasonable alternatives pursuant to CEQA. The Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Improving the connection between LAUS and Dodger Stadium via the proposed Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders traveling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region. Further, as discussed in Topical Response H, a system of buses from numerous remote locations throughout the Los Angeles region to and from Dodger Stadium events would require a substantial increase in the number of buses which, similar to expanding the fleet for an expanded Dodger Stadium Express service, would result in a fleet of buses that would either be underutilized most of the time or regular Metro bus service that utilizes these vehicles would be disrupted every time a Dodger game or event at the stadium is held. Such a service would also

incur substantial costs in paid time and mileage for driving empty buses out to the remote locations before a game and back from the remote locations after a game and paid idle time during the game. Buses from a variety of remote locations would also need to travel in rush hour congestion to get to Dodger Stadium. With limited regional facilities that provide bus only lanes that these services could utilize, they would not materially improve transit travel time compared with driving. For example, the current Dodger Stadium Express service from South Bay serves a broad area of southern Los Angeles County at stations spread across eight miles, is free, and travels on a priority lane within the I-110 freeway median for most of its trip, but the South Bay Dodger Stadium Express carried an average of only 415 passengers per game in 2019, which is substantially lower than the ridership of 1,895 riders per game on the LAUS Dodger Stadium Express. While services such other as DASH bus or Metro Micro services can and do serve the community, simply improving these services as an alternative would not address the objectives of the proposed Project to provide transit service to Dodger Stadium. The proposed Project would serve both Dodger Stadium and the surrounding communities. The proposed Project provides access between the Dodger Stadium property, the surrounding communities, including Chinatown, Mission Junction, Elysian Park, and Solano Canyon, and the Los Angeles State Historic Park, to the regional transit system accessible at LAUS. The proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. The proposed Project would provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first/last mile multi-modal options at the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station. Compared to the Metro L Line (Gold), accessible at the Chinatown Station, the proposed Project's Chinatown/State Park Station would be closer to the Los Angeles State Historic Park, the shorter headways would result in more frequent service, and the travel time would be less.

Comment P549-4 The gondola would use public rights-of-way and park space for transport to a privately owned stadium and potential future private development. This is wrong. Any gondola built in the City of Los Angeles should serve a broad public purpose, such as transport to employment centers, existing entertainment/cultural centers or major healthcare facilities. Moreover, the DEIR does not specify how gondola operating costs will be funded. Undoubtedly these costs will far exceed some revenues from some third party advertising. I object strongly to use of tax dollars to fund/support the proposed gondola.

Response P549-4 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the

intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. Refer to Section 2.0, Project Description, for discussion of how Dodger Stadium is the largest MLB Stadium in terms of capacity and in addition to other MLB games, other special events are hosted at Dodger Stadium throughout the year. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park, and improve access to Elysian Park. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property.

Comment P549-5 Stop the gondola and focus Metro efforts on more humane, people friendly and less costly green transportation modes. And while you are at it, please get those shade structures installed at the bus stops. How can it be that Metro is focused on constructing a massive gondola for Frank McCourt's private commercial development objectives while poor working folks are sweltering at bus stops?

Response P549-5 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world that operate safely, efficiently, and in concert with nearby residential and open space uses. Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of how the proposed

Project would operate at zero emissions, with the electrical power for the proposed Project supplied by the City of Los Angeles Department of Water and Power (LADWP) through the utility's Green Power Program, pursuant to GHG-PDF-A. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities.

Comment Letter P550 – Rehyan Rivera

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P550

Comment P550-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

Response P550-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P551 – Samantha Eddo

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P551

Comment P551-1 My name is Samantha Eddo. I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I live and work nearby and frequently visit the LA State Historic Park to walk my dog and have picnics with friends. This park is on of the few green spaces we have in this area, and thus is a precious resource for our community.

Response P551-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system. The proposed Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park.

Comment P551-2 I am extremely concerned about the impacts this unnecessary project will have on the surrounding community, including but not limited to increased traffic, air pollution, view obstruction, displacement and increased rents. The community does NOT want this project, and it will ONLY benefit the Dodger franchise.

Thank you for hearing my concerns.

Response P551-2 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/ Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's

ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. As discussed in Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, while there are no designated scenic vistas present in the area of potential impact, the Project area provides views that are considered scenic by certain viewers, including the view of the downtown Los Angeles skyline, Los Angeles Union Station (LAUS), El Pueblo, Los Angeles State Historic Park, Arroyo Seco Parkway, Dodger Stadium, and the mountains that make up the Transverse Ranges, including the San Gabriel and San Bernardino Mountains. Specifically, as it pertains to Los Angeles State Historic Park, the open views of the Park, as well as the view of the downtown Los Angeles skyline, make the Park “visually memorable.” As discussed in Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, views considered to be scenic locally would not be substantially impacted. Therefore, the proposed Project would not block any designated scenic views, alter a designated scenic area, or block panoramic views, and impacts to scenic or panoramic views would be less than significant. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team’s outreach efforts to neighborhoods along the proposed Project alignment and the proposed project’s features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P552 – Jonathan Berman

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P552

Comment P552-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). Normally I approve of public transit projects, and as a resident of Solano Canyon this would reduce traffic right in front and behind my house... BUT... but this "gondola" seems like a real boondoggle.

Response P552-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P552-2 Hasty planning; a leader who has already had fiscal troubles with the Dodgers and the City; dubious outcomes in efficiency and safety; probable public bailouts; lots of physical and community issues here; and a possible end goals of freeing up private owned stadium parking lots for commercial use make the practicality of this a definite NO.

Response P552-2 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Section 2.0, Project Description, of the Draft EIR, and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the safety features of the proposed Project and how the proposed Project would carry up to approximately 5,000 passengers per hour per direction (pphpd). Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding,

recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property, for discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property.

Comment Letter P553 – Roger Ly

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P553

Comment P553-1 My name is Roger and I am a resident of the City of Los Angeles and was raised in the Chinatown community where the LA Aerial Rapid Transit gondola is being built. I am a data analyst employed in the field of clean transportation and infrastructure so public transportation infrastructure is something I am passionate about. I'm writing to voice my opposition to the construction of LA ART to Dodger Stadium for the following environmental reasons.

Response P553-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Responses to the comments contained in this letter are provided below in Responses P553-2 through P553-5.

Comment P553-2 1. The construction of the LAART Gondola will be more environmental impactful than other alternatives such as Zero-Emission (ZE) bus mass transit and contribute noise and air pollution to the community. Metro already has a ZE fleet of busses and the successful Dodger Stadium Express program to provide green transportation to the stadium.

Response P553-2 Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options and Section 4.0, Alternatives, of the Draft EIR, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities. Electrification of the Dodger Stadium Express buses would not negate the operational issues associated with substantially expanding the Dodger Stadium Express. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

Comment P553-3 2. The LAART DEIR does not consider the fact that people will drive and park in Chinatown to take the gondola instead from the LA Historic Park Station (where there is free parking) instead of taking public transit to LAART. This will increase the amount of automotive emissions to the community.

Response P553-3 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gases through reduced vehicular travel. Refer to Topical Response B, Ridership Model; Queuing at Stations and Pre-game and Post-game Transportation, for discussion of the proposed Project's ridership model which is based on extensive data sources and assumptions validated by data, and the management of queuing at stations, and pre-game and post-game transportation. The underlying factors that would influence pre-game/event and post-game/event travel conditions and ridership are built into the ridership model developed for the proposed Project based on extensive data sources and assumptions validated by data.

Comment P553-4 3. Existing public transit infrastructure exists with the Dodger Stadium Express that connects union station and south bay to Dodger stadium. In the DEIR, the purpose of LAART is to connect public transit riders to Dodger Stadium. The existing infrastructure that is already established and successful invalidates the purpose of constructing the gondola other than the novelty aspect. The ZE bus fleet used in the Dodger Stadium Express would also be used daily on other routes while the LAART only has one route that would only be used during the 80-90 days that the stadium is used for home games.

Response P553-4 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an

enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Electrification of the Dodger Stadium Express buses would not negate the operational issues associated with substantially expanding the Dodger Stadium Express. Further, as discussed in Topical Response H, a system of buses from numerous remote locations throughout the Los Angeles region to and from Dodger Stadium events would require a substantial increase in the number of buses which, similar to expanding the fleet for an expanded Dodger Stadium Express service, would result in a fleet of buses that would either be underutilized most of the time or regular Metro bus service that utilizes these vehicles would be disrupted every time a Dodger game or event at the stadium is held. Such a service would also incur substantial costs in paid time and mileage for driving empty buses out to the remote locations before a game and back from the remote locations after a game and paid idle time during the game. Buses from a variety of remote locations would also need to travel in rush hour congestion to get to Dodger Stadium. With limited regional facilities that provide bus only lanes that these services could utilize, they would not materially improve transit travel time compared with driving. For example, the current Dodger Stadium Express service from South Bay serves a broad area of southern Los Angeles County at stations spread across eight miles, is free, and travels on a priority lane within the I-110 freeway median for most of its trip, but the South Bay Dodger Stadium Express carried an average of only 415 passengers per game in 2019, which is substantially lower than the ridership of 1,895 riders per game on the LAUS Dodger Stadium Express. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park.

Comment P553-5 These were the 3 biggest issues I had on the environmental impact of the gondola that the narrative of the DEIR does not emphasize. From my reading of the DEIR, it is not an objective and unbiased environmental impact report but rather a report that uses the guise of net-zero carbon emissions and clean transit to push a private development project that will mostly used for novelty and tourism. I would be extremely unsatisfied and disillusioned with Metro if the construction of the LAART begins. I hope you take my comment along with the community's opinions into

consideration prior to your decision with LAART. Please reach out to me through email for further discussion or with any questions. Thank you for your time.

Response P553-5 The Draft EIR includes 7,877 pages of detailed analysis from experts in their respective fields, intended to provide the public and decision makers the information that they need to meaningfully consider the proposed Project's potential environmental impacts, as well as a shorter executive summary that explains the analysis and conclusions in clean and simple language. Accordingly, the Draft EIR more than adequately complies with CEQA's requirements for a Draft EIR. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response A, SB 44, for discussion of how the proposed Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements.

Comment Letter P554 – Will Cepeda

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P554

Comment P554-1 I support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The gondola would benefit visitors to Dodger Stadium and the community by taking cars off the road, increasing access to public transit, and reducing greenhouse gas pollution. Projects like these are important in addressing climate change and improving the quality of life for Angelenos.

Response P554-1 This comment indicating support for the proposed Project is noted for the record and will be provided to the decision makers for review and consideration.

Comment Letter P555 – Buck Wong

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P555

Comment P555-1 This message is to express my opposition to the LAART Project (The Gondola). There has been little community input and comment on the project. When given the opportunity, people and organizations in Chinatown, Lincoln Heights, and the surrounding area express that the Gondola will hurt the community. It is doubtful that it will transport large numbers of people for Dodger games and for concerts.

Response P555-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice. Refer to Section 3.17, Transportation and Appendix N, Transportation Appendices of the Draft EIR for detail regarding the proposed Project's ridership model which is based on extensive data sources and assumptions validated by data. Metro hired Stantec to peer review the transportation analyses conducted for the proposed Project, including Section 3.17, Transportation, and Appendix N, Transportation Appendices of the Draft EIR.² Stantec is an internationally-respected global design and delivery firm that provides transportation engineering and planning services among its many service lines. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the proposed Project's capacity to carry up to approximately 5,000 passengers per hour per direction (pphpd). Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger

² Stantec. 2023. Memo to Holly Rockwell Regarding Los Angeles Aerial Rapid Transit (LA ART) Project Transportation Analysis Peer Review.

Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment P555-2 In fact, it is likely to bring more traffic and congestion into the Chinatown area. It is no secret that Frank Court wants to start a giant complex development in the Dodger Stadium area. The Gondola is a step for development that will not benefit the residential and business communities of Chinatown and Lincoln Heights. It will lead to displacement and rent increase for local businesses and residents. I oppose this project because it will hurt the local residential and business communities.

Response P555-2 Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability

features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment Letter P556 – Renee Pizana

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P556

Comment P556-1 As a Solano Canyon community resident, I am completely AGAINST the proposed gondola monstrosity being built in our beautiful and historic neighborhood.

Response P556-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P556-2 I am concerned about our neighborhood’s historic infrastructure, our neighbor’s privacy, our safety, and the public costs this project will surely cost.

Response P556-2 The Draft EIR fully analyzed and addressed the proposed Project’s potential impacts to historic resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR’s analysis concludes that all potential impacts related to historical resources would be less than significant. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the proposed Project’s design and operations, including discussion of the safety, privacy, and operations features of the proposed Project.

Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. The proposed Project would be located in a densely-populated, urban environment surrounded by a variety of commercial, industrial, and residential development types. In this type of environment, it is common for public transportation, such as Metro’s light rail, to be located adjacent to residential uses and modern aerial transit systems in other cities, including Portland, Oregon and New York City, operate adjacent to residential uses. Nevertheless, as discussed in Topical Response J, Gondola Design and Operations and Section 2.0, Project Description, of the Draft EIR, cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views, and the proposed Project would work with stakeholders adjacent to the proposed Project alignment to identify locations where the use of privacy glass would be warranted. Considerations as to the locations along the proposed Project alignment where the privacy glass could be activated include the subject adjacent sensitive views and the

vertical and horizontal distance between the proposed Project cabins and the adjacent sensitive views. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world and their operations, integration with nearby residential and open space uses, community benefits, promotion of public art and collaborations with local artists, and evidence that such systems can reduce violent crime in nearby areas and promote a sense of security compared to other modes of public transportation. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the safety features of the proposed Project and how system components would be equipped with security features for system safety. The gates and entrances to the stations would be locked at night and would be equipped with security features to prevent entrance by unauthorized personnel. The towers would have no publicly accessible gates or entrances and would be inaccessible to unauthorized personnel. Maintenance doors at the base of the towers would be secured at all times and only accessible by authorized personnel. The system components would be equipped with security cameras to monitor activity at stations, the junction, the towers, and in each cabin. Moreover, attendants would be present at each station, and a separate operator would be stationed in a control room to monitor activity throughout the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P556-3 Our community didn't ask for this project. NO ONE in this neighborhood is “for” this horrible structure. NO ONE!

Response P556-3 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station), as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements.

Comment P556-4 The project will require the use of public rights of way, public airspace, and public lands for the placement of multiple towers with suspended cars intended to move a few thousand people in each direction between Union Station and Dodger Stadium for games and events.

The plan for massive towers ranging from six stories (84 ft) to 13 stories (195 ft) in height - is frightening and ugly.

Response P556-4 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of the location and design of the Alameda Tower, Alpine Tower, and Stadium Tower. Refer to Appendix F, Memo on Structural Engineering, of the Final EIR, for discussion of the structural design of the proposed Project's towers. As discussed therein, the towers would "meet the rigorous safety standards of applicable standards, requirements, and building codes, including all mandated standards addressing environmental factors such as wind and seismic effects and gravity forces, including all impacts from the height and tilt of the structures, to ensure structural integrity and safety." Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project's towers, which would be less than significant, and for visual simulations of the proposed Project's towers. The Alameda Tower's modern architectural style is evident and would complement the buildings within The California Endowment. The

neutral light-tone gray color scheme of Alameda Tower was designed for consistency with the surrounding urban environment, and to not distract from visually distinct structures such as the United States Post Office Terminal Annex building. Alpine Tower would consist of a neutral light-tone gray color scheme that would provide visual lightness to the form and their design would complement the existing buildings in this area, as well as not distract from the visually distinct Chinese architecture within this area. Stadium Tower would consist of an architectural design that provides visual lightness to the form to complement the existing buildings in this area. In addition, the neutral light-tone gray colors and material finishes of the Stadium Tower were selected to complement the surrounding urban environment, and to not distract from existing visually distinct structures, such as Dodger Stadium. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area.

Comment P556-5 *Our* neighborhoods will be forever changed.

Response P556-5 As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts. Additionally, refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities.

Comment P556-6 Operating at maximum capacity is equivalent to 42 shipping container-size gondolas flying over our neighborhoods. A recent poll shows 76% of Angelenos oppose McCourt's gondola. There is already a free bus shuttle that takes fans to Dodger Stadium.

Response P556-6 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to

achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park.

Comment P556-7 OUR COMMUNITY DOES NOT WANT OR NEED THE GONDOLA.

Response P556-7 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Response P556-3 for discussion of the proposed Project's outreach efforts.

Comment P556-8 Building a project of this magnitude when the Dodgers only have 81 home games a year and limited events is a waste of taxpayer dollars. What else is McCourt not telling us? Maybe planning on making Dodger Stadium a 365 day theme park? Maybe setting the stage for the Riboli Family to build their 900-apartment complex on our state park?

Whatever it is - We say "No!"

NO GONDOLA. EVER.

Response P556-8 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. The proposed Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property.

Comment Letter P557 – Phyllis Muro

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P557

Comment P557-1 I am opposed to the Los Angeles Aerial Rapid Transit Project. After researching what this project will entail, it is clear to me that this project will be detrimental to the affected city's communities, aesthetics, L.A. Historic Park, Union Station and Pueblo de Los Angeles Historic Monument.

Response P557-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts, including to the Los Angeles State Historic Park, LAUS, and El Pueblo. Additionally, refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities.

Comment P557-2 I understand you did not conduct an open public process? This is unacceptable. Who is paying for this project? What is this project projected to produce in financial returns? Is any of that money earmarked for the affected communities? Who is paying for this project? Who will pay for the maintenance of the completed project? Will taxpayers be saddled with this expense while private owners earn returns?

Response P557-2 Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance

costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P557-3 Transportation researchers from the University of California, Los Angeles (UCLA) used a state-of-the-art transportation simulation based on a Nobel-Prize winning model and found that the gondola has limited impact -less than 1% - in reducing traffic on major roads around Dodger Stadium on the night of a sold-out game. They also found that far fewer passengers would likely get to the gondola via public transit connections than LA ART claims. Without reducing traffic and increasing public transit connections, the gondola does little to change our air quality and reduce greenhouse gas emissions.

Response P557-3 Refer to Response ML-1 in Topical Response O, Response to UCLA Mobility Lab Study discussing how the Mobility Lab Study was not submitted by its authors at the Mobility Lab as a comment on the proposed Project's Draft EIR, and does not appear to have been prepared for that purpose.

Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. The proposed Project would improve mobility and accessibility for the region by connecting Los Angeles Union Station (LAUS) to Dodger Stadium via an aerial gondola system, including an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. Given the capacity of this system, and the ridership forecasts of the proposed Project, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce traffic volumes destined to Dodger Stadium on neighborhood streets, arterial roadways, and freeways during game and special event days, thereby reducing VMT and GHG emissions. Accordingly, the proposed Project would result in air quality benefits to the surrounding communities. The lifetime emissions of the proposed Project over its useful life would be a reduction of 166,653 MT CO₂e. The lifetime VMT reduction of the proposed Project would be a reduction of 129,629,500 VMT. Emissions are decreased through reducing vehicle miles travelled. The proposed Project would result in a net reduction in criteria pollutant emissions by reducing vehicle miles travelled.

Comment P557-4 This sounds like Chavez Ravine Part II.

- Response P557-4** Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace housing or prevent planned housing.
- Comment P557-5** This Project is cloaked in secrecy, it is being done with no regard for the communities and people it will affect. The people of Los Angeles are tired of having no input where Big Money projects are concerned, even as they affect their quality of life.
- Response P557-5** Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project’s public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project’s scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately after the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro’s website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.
- Comment P557-6** This sounds like a typical Fascist Project. Big Money talks and the people who actually live in the area suffer. There is seemingly no benefit to them, negligible reduction in traffic (in an already VERY heavy traffic area thanks to Dodger Stadium), desecration of cherished historical places, more damage to local streets, increased litter and more crime. This is happening all over this country, and it's unacceptable.
- Response P557-6** Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response C, Project Features, for discussion of the proposed Project’s features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the

Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Response P557-3 for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to historic resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world and their operations, integration with nearby residential and open space uses, community benefits, promotion of public art and collaborations with local artists, and evidence that such systems can reduce violent crime in nearby areas and promote a sense of security compared to other modes of public transportation.

Comment P557-7 I intend to write our Mayor and our Governor. I wonder if they've received any financial incentive to support this project.

Response P557-7 This comment is noted and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P558 – Adrian Quezada

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P558

Comment P558-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium).

I, as a resident who is sensitive and cares about sustainability in our existing communities would disqualify the importance and emphasize the less-than priority of this project juxtaposed with the current suffering economy in the LA area. (Attention to the homeless crisis is one example of said suffering)

Response P558-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, and Topical Response N, Environmental Justice, for discussion of how the proposed Project will not displace housing, prevent planned housing, or preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment Letter P559 – Catherine Sanford

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P559

Comment P559-1 My Name is Catherine.

I believe the gondola is not necessary.

It will cause more traffic and congestion

It will only benefit Dodger Stadium.

Spend that money on Hillside Villa instead!

Response P559-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical

Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P560 – Mary Ramis

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P560

Comment P560-1 In my opinion it is nice tourist attraction but this an expensive. I don't want this to push through, in our situation regarding our status regarding our rent list so high, so this gondola is not sinatarle going on to Chinatown housing right now. We can be homeless, why the city have money to spend this big amount of money, why not help us to live. There's a lot of things that this fund can help people right now. I think this is taxpayer's fund money. No I do not agree to this gondola.

Response P560-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, and Topical Response N, Environmental Justice, for discussion of how the proposed Project will not displace housing, prevent planned housing, or preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities.

Comment Letter P561 – Benson Lai

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P561

Comment P561-1 I have lived in Chinatown for decades, and I have lived at the Hillside Villa apartments for 34 years. I do not want this gondola to be built here. This will cost so much money when what residents really need is services, real public transit not just to watch baseball. We need affordable housing. As a senior, I cannot even use an air train, it is not useful to me.

Response P561-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, and Topical Response N, Environmental Justice, for discussion of how the proposed Project will not displace housing, prevent planned housing, or preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities. Refer to Topical Response A, SB 44, for discussion of how the proposed Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles.

Comment Letter P562 – Jennie Limaeya

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P562

- Comment P562-1**
1. Aesthetically, it is ugly. What do you [UNKNOWN] gondola in big city
 2. The cost of building will be definitely be more than \$125m if you acct for [UNKNOWN]
 3. Taxpayer should not shoulder the cost. If McCourt wants it, he has to pay for it.
 4. How safe is the gondola? Just last year, gondola fell in Italy. Think about the [UNKNOWN] cost
 5. Building the gondola will cause people to lost their houses. Where are you going to house the displace family
 6. Who would use the gondola if there's no event? So it is a waste of resources when it can be use to help taxpayer
 7. How come when rich [UNKNOWN] people, the city will spend your money but the citizen/taxpayer who are in low/average income, the city does not care

Response P562-1 Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Refer to Topical Response C, Project Features, discussing how the proposed Project's design takes cues from the immediate neighborhood culture, including how each component of the proposed Project would be designed to complement and reflect the unique character of the surrounding area. Additionally, refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses.

Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be

sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the proposed Project's design and operations, including discussion of the safety, privacy, and operations features of the proposed Project. Refer to Topical Response J, Gondola Design and Operations, for discussion of how aerial transit systems such as the proposed Project represent one of the safest modes of transportation relative to other forms of transit and stem components would be equipped with security features for system safety.

Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace any housing.

Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. The proposed Project would be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles. The proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would

convene stakeholder groups to coordinate on issues related to proposed Project features.

Comment Letter P563 – Nieke Gaston

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P563

Comment P563-1 There is already a free bus shuttle that takes fans to Dodgers Stadium.

So it is a waste of money

No real community input

It is dangerous for the community.

The gondola violates metros procurement and oversight process

There is no proof that we need gondola

Building a project of this magnitude when the Dodgers only have 81 home games a year and limited is a waste of taxpayers dollar.

Response P563-1 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities, including

Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park.

Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, and Appendix A, Scoping Report, of the Draft EIR, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Metro engaged stakeholders in neighborhoods along the proposed Project alignment in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from stakeholders in neighborhoods along the proposed Project, including Chinatown, during this period led directly to changes to the proposed Project, including selecting the proposed Project's alignment and the location of Chinatown/State Park Station, as discussed in Section 5.0, Other CEQA Considerations, of the Draft EIR. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings.

Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities.

This comment raises issues that were litigated and decided in *The California Endowment v. Los Angeles County Metropolitan Transportation Authority*, Case No. 22STCP01030 (Jan. 9, 2023, Order Denying Petition for Writ of Mandate). There, the Los Angeles Superior Court upheld Metro's sole source determination for the proposed Project.

Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-

season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park.

Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P564 – Brenda Anohy Hernandez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P564

Comment P564-1 As a resident of Chinatown, and a lifelong Los Angeles resident, I condemn the LA ART Gondola. Gentrification in Chinatown and Los Angeles is rampant and the gondola will contribute to the displacement of the existing community of Chinese, Latin, and Black multigenerational communities. We see no substantial evidence that it will positively impact the environment. It will contribute to traffic congestion in the surrounding Chinatown and surrounding Union Station. We not not have any knowledge of the private investor or his motive to build in Chinatown. Residents used to be educated about the prevalent issues concerning our housing and access to markets, and hospitals.

Chinatown speaks up!

Response P564-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro’s considerations regarding gentrification and displacement. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project’s ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project’s stations. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Additionally, refer to

Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Additionally, refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues, and would benefit the surrounding community by alleviating existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety.

Comment Letter P565 – Janis Yue

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P565

Comment P565-1 Chinatown does not need a gondola. In a city with the most severe housing/homelessness crisis in America it is an absolute tragedy and shame that the city is choosing to prioritize this gentrification project that has absolutely no benefit to normal, working class people. I would never pay \$30 to ride the gondola. This is further prioritization of transportation when the city should instead be prioritizing increasing public transportation and supporting affordable housing instead of projects like there which will only exacerbate the terrible housing crisis.

Response P565-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, and Topical Response N, Environmental Justice, for discussion of how the proposed Project will not displace housing, prevent planned housing, or preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment, providing connections to Metro's growing regional public transit system. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response A, SB 44, for discussion of how the proposed Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles.

Comment Letter P566 – Gordon Lai

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P566

Comment P566-1 As a long-time community member of Chinatown and Los Angeles, we do not need this Gondola

Response P566-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project.

Comment Letter P567 - Marina

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P567

Comment P567-1 I do not agree with the Gondola Project because it is not good for the environment, it will cause a lot of problems.

Response P567-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park.

Comment Letter P568 – Jacob Woode

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P568

Comment P568-1 ¡No Gondola!

We don't want this. This is for rich people.

Response P568-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P569 – Victoria Steele

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P569

Comment P569-1 I am concerned about the financing and the ability to carry through with the promises being made. Specifically, the implementation and repair of clouding the windows to preserve privacy for people living in houses and apartments along the route and maintaining the fare equal to that of the buses and use of TAP card. Once this is built, these things can fall to the wayside.

How many people would use this and how often? The cost will have to be kept low which may require the shifting of money from bus or rail service to the gondola. This route is so small and affects so few people and the cost is high that the project does not seem worthwhile.

How many riders are not able to get on the current buses? Can the addition of more buses solve the need? Is there room to add a bus lane to speed up the service?

Response P569-1 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. As discussed in Topical Response J, Gondola Design and Operations, of the Final EIR, and Section 2.0, Project Description, of the Draft EIR, cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views, and the proposed Project would work with stakeholders adjacent to the proposed Project alignment to identify locations where the use of privacy glass would be warranted. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Topical Response B, Ridership Model; Pre-game and Post-game Transportation, for discussion of the proposed Project's ridership model which is based on extensive data sources and assumptions validated by data, and the management of queuing at stations, and pre-game and post-game transportation. Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct

transit connection between Los Angeles Union Station (LAUS) and the Dodger Stadium property and improving connectivity for surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project, which would improve mobility and accessibility for the region by providing a daily, high capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Given the capacity of the proposed Project's system, approximately 20 percent of Dodgers fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Comment Letter P570 – Khinn Ung

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P570

Comment P570-1 I HAVE LIVED IN CHINATOWN FOR (17) SEVENTEEN YEARS. A LOT OF CHINATOWN HAS BEEN DESTROYED BY DEVELOPMENT THROUGH THE YEARS. TRAFFIC TAKES A LOT OF TIME OUT OF MY DAY TO GET HOME. THIS GONDOLA DEVELOPMENT WILL ADD MORE ISSUES BECAUSE PEOPLE WILL PARK IN CHINATOWN TO GET ON THE GONDOLA VIA UNION STATION. IF THIS PROJECTS WILL TRANSPORT 5,000 PEOPLE PER HOUR THIS WOULD MEAN MORE TRAFFIC WOULD FUNNEL INTO CHINATOWN.

Response P570-1 Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated “vehicle miles traveled” as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the *Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment*, which found that there could be localized increases in traffic at the intersections closest to the proposed Project’s Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project’s stations. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines (“TAG”). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project’s potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified.

Comment Letter P571 – Oralia Barrios

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P571

Comment P571-1 I am rejecting the Gondola project. This will affect me personally. I have a parking space at the bottom parking lot. Obviously the parking structure would be gone. Then the park would also be impacted. I live by alameda street the the gondola will pass by my apartment and looking in side it with no privace. The noise will increase and more pollution to our environment

Response P571-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Regarding the comment that the parking structure would be gone, the proposed Project does not include removal of a parking structure. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines (“TAG”). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project’s potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified. Refer to Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, for discussion of the footprint of the proposed Project in the Los Angeles State Historic Park. With the small footprint of the proposed Project’s Chinatown/State Park Station, and the required clearances and the height at which the cabins would cross over the Park, the ability to use the vast majority of the Park would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. The proposed Project would be located in a densely-populated, urban environment surrounded by a variety of commercial, industrial, and residential development types. In this type of environment, it is common for public transportation, such as Metro’s light rail, to be located adjacent to residential uses and modern aerial transit systems in other cities, including Portland, Oregon and New York City, operate adjacent to residential uses. Nevertheless, as discussed in Topical Response J, Gondola Design and Operations and Section 2.0, Project Description, of the Draft EIR, cabin windows can be equipped with

privacy glass that can become opaque while adjacent to sensitive views, and the proposed Project would work with stakeholders adjacent to the proposed Project alignment to identify locations where the use of privacy glass would be warranted. Considerations as to the locations along the proposed Project alignment where the privacy glass could be activated include the subject adjacent sensitive views and the vertical and horizontal distance between the proposed Project cabins and the adjacent sensitive views. Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of how operational noise impacts would be less than significant. Refer to Section 3.03, Air Quality, and Appendix D, Air Quality/Health Risk Assessment Technical Report, of the Draft EIR, for discussion of the proposed Project's ability to improve air quality through reduced emissions.

Comment Letter P572 – Charlemae Smith

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P572

Comment P572-1 I'm writing this in my concern for the placement of the Gondola. We are living in Chinatown on Alameda. Currently, without the Gondola the traffic and pollution is very bad. The traffic and crime is [illegible], and is horrible. Dodger Stadium already creates terrible traffic problems. People are walking the street all day and night. 5000 people per hour is too much, and buses is a unrealistic solution. Looking at the projected map, there will be 2 [illegible] support tower surround our residential area. We will, as resident have no privacy and security. Please reconsider the LA ART Gondola in our residential area.

Response P572-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/ Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, for discussion of comparable aerial transit systems in cities around the world and their operations, integration with nearby residential and open space uses, community benefits, promotion of public art and collaborations with local artists, and evidence that such systems can reduce violent crime in nearby areas and promote a sense of security compared to other modes of public transportation. Additionally, refer to Topical Response J, Gondola

Design and Operations and Section 2.0, Project Description, of the Draft EIR, for discussion of how cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views, and the proposed Project would work with stakeholders adjacent to the proposed Project alignment to identify locations where the use of privacy glass would be warranted.

Comment Letter P573 – Ricardo S Haus

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P573

Comment P573-1 It would cause a problem between ground people and the gondola people. They might think we're birds instead of people. It will start a war.

Response P573-1 Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities.

Comment Letter P574 – David Chueng

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P574

Comment P574-1 Stop the Gondola

Response P574-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P575 – Tiang Liu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P575

Comment P575-1 Stop the GONDOLA

Response P575-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P576 – Lydia Rebecca Hernandez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P576

Comment P576-1 As a tenant/resident living in Chinatown, not to mention, being a disabled senior, I struggle in the current situation to find parking near my building. Additionally, the foot traffic near my residence is already loud and sometimes rowdy and frightening.

I have noticed that the existing traffic issues caused by Dodgers fans be it parking, eating at local restaurants is already quite heavy on the play dates. I'm only imagining now what that is going to mean to our park with hundreds more people "trampling" though our neighborhood. I believe in business, local business benefiting from the additional profits they may gain. However, having worked with in community activism in Boyle Heights and East LA. I have seen what occurs when gentrification occurs. Its very sad and disturbing to see the neighborhood change and destroy families and communities.

Please hear our concerns. Please keep Chinatown as it is.

Response P576-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines ("TAG"). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project's potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the *Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment*, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to a proposed Project's stations. Additionally, refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Topical

Response N, Environmental Justice, for discussion of how the proposed Project would not displace businesses and represents an opportunity for additional visitors along the proposed Project alignment, creating economic opportunities for local businesses, including shops and restaurants, through potential partnerships that drive customers to businesses along the alignment, which, consequently, adds revenues to these small businesses in the communities the proposed Project hopes to serve. Refer to Topical Response C, Project Features, for discussion of how during construction, the Project Sponsor would create a Business and Community Support Program to assist local businesses affected by proposed Project construction activities. The proposed Project would provide numerous benefits to local businesses in El Pueblo, Chinatown, and other areas along the proposed Project alignment, including through potential partnerships with these businesses as well as by providing an accessible and affordable mobility option for employees and area residents.

Comment Letter P577 – Teri Vanderberg

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P577

Comment P577-1 I am resident at the metro which is affordable housing for seniors. The gondola will affect our current living situation. This area will become an affluent crowd and ruin the park, the citizens of Chinatown which is a historic part of Los Angeles history, where will be forever changed.

No parkin

Pollution

Crowds

Corruption

All for a Dodgers game! Make no sense it's only for money and greed

Response P577-1 Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines (“TAG”). Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the proposed Project’s potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station. As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan. The City would implement any on-street parking management strategies identified. Additionally, refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project’s ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project’s potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on

page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment Letter P578 – Sien Ank Mac

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P578

Comment P578-1 I strongly oppose the Gondola

Response P578-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P579 – Jin Tian L

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P579

Comment P579-1 I oppose the Gondola passing through Chinatown, which will bring air pollution and noise.

Response P579-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/ Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of how operational noise impacts from the proposed Project would be less than significant.

Comment Letter P580 – Yau Hing Leung

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P580

Comment P580-1 We are from Chinatown, and we oppose the Gondola passing through.

Response P580-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P581 – Kit Ma Yge

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P581

Comment P581-1 I oppose the Gondola passing through Chinatown

Response P581-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P582 – Yu Fen Tan

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P582

Comment P582-1 I oppose the Gondola passing through Chinatown, which will bring air pollution and noise.

Response P582-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/ Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of how operational noise impacts from the proposed Project would be less than significant.

Comment Letter P583 – Cheng Yee Wong

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P583

- Comment P583-1**
1. The gondola will increase gas emissions and air pollution.
 2. The future financial losses will be borne by the American taxpayer.
 3. The gondola will endanger the shops and residents of Chinatown below.

Response P583-1 Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the proposed Project's design and operations, including discussion of the safety, privacy, and operations features of the proposed Project.

Comment Letter P584 – Ellie Tham

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P584

- Comment P584-1**
1. I oppose the Gondola.
 2. I oppose the noise pollution of Chinatown.
 3. I'm opposed to the future financial losses, which will be borne by the taxpayer

Response P584-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of how operational noise impacts from the proposed Project would be less than significant. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P585 – Lam Ngoc Anh

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P585

Comment P585-1 We are the residents of Chinatown and we oppose the Gondola passing through, which will bring air pollution and noise.

Response P585-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/ Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of how operational noise impacts from the proposed Project would be less than significant.

Comment Letter P586 – Rosario Hernandez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P586

Comment P586-1 This money you want to use in this project shall be spent on what our community needs! A market, a hospital, laundry facilities, and affordable housing. And to buy Hillside Villa

Response P586-1 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project’s capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project’s capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region’s most visited venues, and would benefit the surrounding community by alleviating existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution in an area disproportionately burdened by pollution, and improving safety.

Comment Letter P587 – Nancy Ramirez

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P587

Comment P587-1 The city has money for Gondola but doesn't have money for Hillside Villa you are think only for making money but your not thinking for low income people who really need help

Response P587-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice and how the proposed Project supports Metro's goal of prioritizing equity opportunities. The proposed Project is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment. The public outreach for the proposed Project was designed with environmental justice principles in mind. The proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety.

Comment Letter P588 – Melissa Reyes

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P588

Comment P588-1 THERE ARE MANY MORE THINGS CHINATOWN NEEDS AND A GONDOLA IS NOT ONE OF THEM.

SPEND THAT MONEY ON A SUPERMARKET

SPEND THAT MONEY ON A HOSPITAL.

SPEND THAT MONEY ON HOUSING.

WHO THE HELL ASKED FOR A GONDOLA?

SPEND THAT MONEY ON THE COMMUNITY.

BUY HILLSIDE VILLA FOR EXAMPLE.

Response P588-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response N, Environmental Justice, for discussion of how the proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would benefit the surrounding community by alleviating existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution in an area disproportionately burdened by pollution, and improving safety. Refer to Topical

Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process.

Comment Letter P589 – Monica Ruiz

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P589

Comment P589-1 This money should be used on people who cannot pay rent, like us at Hillside Villa, and other low-income buildings. Don't just help the rich, help the poor!

Response P589-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice, how the proposed Project supports Metro's goal of prioritizing equity opportunities and is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment. Public outreach for the proposed Project was designed with environmental justice principles in mind. The proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution in an area disproportionately burdened by pollution, and improving safety. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provide detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment Letter P590 – Casey Maddren

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P590**Comment P590-1** Cory Zelmer, Deputy Executive Officer

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Sent via e-mail: LAART@metro.net

Re: Los Angeles Aerial Rapid Transit Project Draft EIR Comments

Dear Mr. Zelmer,

I'd like to submit the following comments on the Los Angeles Aerial Rapid Transit Project Draft EIR. I believe the DEIR is deficient in a number of areas, including, but not limited to Aesthetics, Cultural Resources and Geology. The project description is also problematic. My detailed comments are below.

Sincerely,
Casey Maddren
2141 Cahuenga Blvd., Apt. 17
Los Angeles, CA 90068

Response P590-1 This comment provides a general introduction to the comments raised in this letter. Responses to the comments contained in this letter are provided below in Responses P590-2 through P590-11.

Comment P590-2 LOS ANGELES AERIAL RAPID TRANSIT PROJECT DRAFT EIR COMMENTS**Project Overview/Project Description**

To begin, there are problems with the Project Overview and Project Description. The DEIR says that the Project will not only convey people to Dodger Stadium, but it will also serve the transit needs of area residents. Given the limited number of stations included in the Project, this is highly unlikely. The Chinatown/State Park Station is already accessible by the existing Metro Line 96 and by the Gold Line. To support its claim, the DEIR references gondolas being used for urban transit in La Paz, Bolivia, and Mexico City, Mexico. The Laz Paz Teleferico includes a number of lines that cover 6 miles and serve 26 stations. Plans are in place to extend it to over 20 miles. Mexicable covers three miles and serves seven stations. The proposed LA ART system is only 1.2 miles in length and has only three station stops, two of which are already served by existing lines. Even if LA ART were to assist in transporting fans to Dodger Stadium during baseball season, it's unlikely that transit riders would have much reason to use it during the rest of the year.

Response P590-2 This comment provides a general recitation and characterization of the Draft EIR. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Section 2.0, Project Description, of the Draft EIR, for discussion of how the proposed Project's intermediate Chinatown/State Park Station near the southernmost entrance to the Los Angeles State Historic Park would be located within a short walk to many Chinatown businesses and Metro's L Line (Gold), creating a stronger connection with the Metro L Line and enhancing transit access to the Los Angeles State Historic Park, Mission Junction, William Mead Homes, and the Los Angeles River. Compared to the Metro L Line (Gold), accessible at the Chinatown Station, the proposed Project's Chinatown/State Park Station would be closer to the Los Angeles State Historic Park, the shorter headways would result in more frequent service, and the travel time would be less. The proposed Project would provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first/last mile multi-modal options at the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station. Compared to the Metro L Line (Gold), accessible at the Chinatown Station, the proposed Project's Chinatown/State Park Station would be closer to the Los Angeles State Historic Park, the shorter headways would result in more frequent service, and the travel time would be less.

Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems

can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities.

Comment P590-3 The DEIR claims that:

"When complete, the proposed Project would have a maximum capacity of approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately seven minutes."

The following paragraph says:

"The proposed Project would employ a Tricable Detachable Gondola system (also known as "3S"). 3S Gondola system cabins carry approximately 30 to 40 passengers."

If we divide 5,000 by 40, the answer is 125, so the DEIR seems to be saying that the gondolas will be making 125 one-way trips every hour. This means that a gondola will be leaving Union Station about every 30 seconds. This does not seem credible. First, the authors of the DEIR assume that every gondola will be filled to maximum capacity, which is unlikely. It's also unlikely that each gondola could reliably board 40 passengers every 30 seconds. The authors don't appear to take into account the realities of public transit and the various needs of its passengers, included passengers in wheelchairs, the visually impaired, parents with children in strollers, etc.. Beyond that, the authors' calculations assume that a minimum of 40 passengers will arrive and be able to gain access to the platform every 30 seconds. This is wishful thinking, not a realistic estimate.

Response P590-3 This comment provides a general recitation and characterization of the Draft EIR. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of how the proposed Project would carry up to approximately 5,000 passengers per hour per direction (pphpd). The cabins would move at an approximate speed of 13.4 miles per hour with headways of approximately 23 seconds, which represents the time between cabins arriving at a station. As one hour consists of 3,600 seconds, approximately 156.5 cabins would arrive every hour (3,600 seconds / 23 seconds). The proposed Project's Tricable Detachable Gondola system ("3S") cabins typically carry between 30 to 40 passengers each, depending on the exact configuration of seating and cabin amenities selected. At a capacity of 35 passengers per cabin, at 156.5 cabins per hour, 5,478 passengers would arrive at each station per hour (35 passengers per cabin x 156.5 cabins per hour). Given that the same headway applies in each direction, the total, calculated system capacity is therefore 5,478 pphpd. To account for variations in the exact configuration of seating and cabin amenities, as well as operational considerations (including, for example, fewer than 35 people boarding a cabin or cabins being either slowed or stopped in the station for boarding purposes), the proposed Project has included an approximately 10 percent reduction in capacity from 5,478 pphpd to 5,000 pphpd. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for

discussion of the safety features of the proposed Project and how the station boarding process and cabins would comply with all accessibility requirements of the Americans with Disabilities Act (“ADA”). If needed, cabins could be either slowed or stopped in the station for boarding purposes. Station attendants would be located within each station to assure safe boarding and to execute stops for unloading or boarding purposes, if necessary. Attendants would also provide customer interaction and observation; if a passenger needs special assistance, an attendant may either further slow or stop a cabin. A separate operator would be stationed in a control booth monitoring screens, which would show activities in each cabin and station, as well as the system controls. The time necessary to slow or stop cabins is factored into the overall of system capacity of the proposed Project. Pathways to the boarding areas would be ADA compliant with redundant vertical circulation and appropriately sized passageways. The entry widths and interiors size of each cabin would comply with the requirements of the ADA. As discussed in Section 2.0, Project Description, of the Draft EIR, the cabins allow for sitting or standing, and would be fully ADA accessible, including accommodating wheelchairs, and would also accommodate strollers. Refer to Topical Response B, Ridership Model; Queueing at Stations and Pre-game and Post-game Transportation, for discussion of how the underlying factors that would influence pre-game/event and post-game/event travel conditions and ridership are built into the ridership model developed for the proposed Project based on extensive data sources and assumptions validated by data.

Comment P590-4 Aesthetics

The authors of the DEIR find that the Project will not have a significant adverse impact on scenic vistas or scenic resources. They conclude that:

“[T]he Project would not block any designated scenic views, alter a designated scenic area, or block panoramic views. As such, operation of the proposed Project would not substantially affect scenic vistas or other panoramic views, and impacts would be less than significant.”

Further stating:

“As illustrated in Figures 5-1 through 5-8 in Appendix C of this Draft EIR, the proposed Project would be consistent with Objective 4.2 of the Central City Community Plan related to the preservation of visual links to open space areas, as the Project would form a background feature and would not block views of open space areas. The Project design would also provide attractive transit services in compliance with the Mobility Plan 2035.”

Though the Project may not impact designated scenic areas, it would be built in the oldest part of Los Angeles, a low-rise community filled with some of the city’s most important cultural artifacts. The Project does not preserve visual links to open spaces, and in fact, will obstruct views of open space in the historic core. The authors claim that the Project, with stations 173 feet long, 109 feet wide, and 78 feet high,

and towers 195 feet tall would merely be “a background feature and would not block views of open space areas.” This is nothing more than the authors’ subjective opinion, and many area residents have already let it be known that they disagree strongly.

Response P590-4 This comment provides a general recitation and characterization of the Draft EIR. Refer to Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. Regarding scenic vistas, as analyzed in the Draft EIR, there are no designated scenic vistas present in the area of potential impact. However, the Project area provides views that are considered scenic by certain viewers, including views of the downtown Los Angeles skyline, LAUS, El Pueblo, Los Angeles State Historic Park, Arroyo Seco Parkway, Dodger Stadium, and the mountains that make up the Transverse Ranges, including the San Gabriel and San Bernardino Mountains. Specifically, as it pertains to Los Angeles State Historic Park, the open views of the Park, as well as the view of the downtown Los Angeles skyline, make the Park “visually memorable.” As discussed in Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, views considered to be scenic locally would not be substantially impacted. In addition, while views from the Park toward the surrounding existing urban landscape exhibit various visual values, and the proposed Project would not substantially impact these views as shown in the simulated views. Therefore, the proposed Project would not block any designated scenic views, alter a designated scenic area, or block panoramic views, and impacts to scenic or panoramic views would be less than significant. Refer to Appendix H.2, Supplemental KOPs in Response to Comments, for additional visual simulations of the proposed Project, including simulations provided for additional clarity regarding certain design elements of the proposed Project. Refer to Appendix H.1, Memo Regarding Preparation of View Simulations, of the Final EIR, for a discussion of how the view simulations were prepared.

Refer to Section 3.05, Cultural Resources, and Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR), of the Draft EIR, for discussion of the impacts to cultural resources of the proposed Project, which would be less than significant with implementation of mitigation. As discussed in Section 2.4.1, Design, of Section 2.0, Project Description of the Draft EIR, the proposed Project’s design goal is to develop a common architectural design that unifies the overall aerial gondola system, while allowing for each major component to contribute to the respective localized urban condition. Of equal importance is the desire to minimize the perceived scale and mass of the stations and non-passenger junction, including the Alameda Station. As noted in Section 3.5.4 of the Draft EIR, visual alterations to the overall historic setting of the property where the proposed Project’s Alameda Station would be located, including viewsheds, will be insignificant due to prior substantial alterations to the setting and will not impact the significance of historical resources nor their ability to convey their significance. As discussed in

Section 2.0, Project Description, of the Draft EIR, the proposed Project would connect open spaces and provide open space enhancements, including at the Alameda Triangle, the Los Angeles State Historic Park, and along the pedestrian pathway connecting Dodger Stadium Station and Dodger Stadium.

The Draft EIR's analysis of impacts to aesthetics was prepared by experts in their respective fields, as set forth in Section 8.0, List of Preparers, and intended to provide the public and decision makers the information that they need to meaningfully consider the proposed Project's potential environmental impacts. Accordingly, the Draft EIR more than adequately complies with CEQA's requirements for a Draft EIR.

Comment P590-5 Furthermore, the photos included in the DEIR under Aesthetics clearly do not give an accurate picture of the aesthetic qualities of the area. They seem to have been chosen to downplay the beauty of the historic core, and none of them capture the numerous scenic views that are available to residents and visitors. To correct the DEIR's deficiencies, I am including a few photos that I believe more accurately represent the area.



Union Station



Pico House, in the Central Plaza



Pico House, another view



Chinese American Museum, Los Angeles St.



Olvera Street



Chinatown, a view from Broadway



State Park and surrounding area from Chinatown Gold Line Station



A view of Gold Line Chinatown Station from Spring St

Response P590-5 Refer to Response P590-4 for discussion of the aesthetic impacts of the proposed Project, which would be less than significant, including to scenic or panoramic views. As noted in Section 3.01, Aesthetics, and Appendix C, Visual Impact Assessment, of the Draft EIR, identification of potential aesthetic and visual impacts included the identification of Landscape Units (LU) that defined particular viewsheds and/or aesthetic settings within the Project area, as well as Key Observation Points (KOPs) within each LU that are representative of the visual character of the area. KOPs within each LU were selected based on existing knowledge of important viewsheds and through consultation with responsible agencies. Visual simulations were created to showcase the pedestrian eye level vantage point within photographs and, as such, visual elements in the foreground of the KOP will appear larger than visual elements further in the distance even though the foreground element may be of a smaller dimension, consistent with how pedestrians experience their surrounding environment. Further, visual simulations were created to reflect the proposed project components within the existing landscape and, as such, include the existing landscape planting, buildings, and other visual elements such as open space resources, trees, and building frontages as they existed at the time the photos were taken. Refer to Appendix H.2, Supplemental KOPs in Response to Comments, for additional visual simulations of the proposed Project, including simulations provided for additional clarity regarding certain design elements of the proposed Project. Refer to Appendix H.1, Memo Regarding Preparation of View Simulations, of the Final EIR, for a discussion of how the view simulations were prepared.

Comment P590-6 Related to the issues discussed above, the DEIR's conclusion that the Project will have no significant impact on historic resources is not credible. As discussed above, the historic core is a low-rise district that contains some of the oldest structures in Los Angeles. The Project's design and scale are glaringly incompatible with the

architecture of Union Station, Pico House, the Avila Adobe, the US Post Office and numerous other structures in the area.

Response P590-6 Refer to Response P590-4 for discussion of the aesthetic impacts of the proposed Project, which would be less than significant. The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to historic resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant. Refer to Section 3.5.4, Environmental Impacts, of the Draft EIR for a discussion outlining the proposed Project's potential construction and operational impacts to historic resources within the vicinity of the proposed Alameda Station, including the Los Angeles Union Station Passenger Terminal and Grounds and the Los Angeles Plaza Historic District (referred to as El Pueblo, and comprised of 29 resources within its boundaries, including the Avila Adobe and The Winery), the *El Grito* mural, and the Los Angeles Terminal Annex Post Office. As discussed in Section 3.5.4, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant. As discussed in Section 2.0, Project Description, of the Draft EIR, the proposed Project's design goal is to develop a common architectural design that unifies the overall aerial gondola system, while allowing for each major component to contribute to the respective localized urban condition. Of equal importance is the desire to minimize the perceived scale and mass of the stations. Colors and material finishes of each station will be selected to be complimentary to each of their respective sites and surrounding urban fabric.

Comment P590-7 Additionally, the DEIR does not adequately assess the impact caused by construction of the Project, including significant excavation and associated groundborn vibration. There are a number of structures in the area that are over 100 years old, including the Avila Adobe. Excavation on the scale proposed, including groundborn vibration, could weaken or damage older buildings. The DEIR fails to adequately analyze potential impacts to these historic buildings.

Response P590-7 As discussed on page ES-17 of the Executive Summary of the Draft EIR, based on the analysis contained in Section 3.0, Environmental Setting, Impacts, and Mitigation, construction of the proposed Project would result in significant and unavoidable cumulative impacts with regard to Noise and Vibration (human annoyance). As demonstrated in the Executive Summary to the Draft EIR, the proposed Project would not result in any other significant and unavoidable construction impacts. Refer to Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, for discussion of the vibration impacts from construction of the proposed Project. Vibration impacts associated with the proposed Project were analyzed in the Draft EIR both for building damage and human annoyance. Table 3.13-28 on page 3.13-62 of Section 3.13, Noise, of the Draft EIR, show the location when on-site

construction vibration impacts would occur during each phase of the construction of the proposed Project. As shown in Table 3.13-28 on page 3.13-62 of the Draft EIR, construction vibration velocities will not exceed applicable FTA structural damage criteria with implementation of mitigation at El Grito Mural or Avila Adobe. In addition, Mitigation Measures VIB-A (Vibration Monitoring) and VIB-B (Force-Adjustable Ground Compaction Devices) detailed below are designed to address potential building damage. As concluded in Table 3.13-28 on page 3.13-62 of the Draft EIR, with implementation of Mitigation Measures VIB-A and VIB-B during construction of Alameda Station, vibration damage impacts at the Avila Adobe, the Old Winery, and El Grito Mural, would be less than significant. Further, As demonstrated in Table 3.13-28 on page 3.13-62 of Section 3.13, Noise, of the Draft EIR, the proposed Project would result in significant and unavoidable human annoyance impacts during construction of the proposed Project. In addition, as detailed on Page 3.13-72 of the Draft EIR, relevant protective measures are also included in Section 3.05, Cultural Resources, with CUL-PDF-A through CUL-PDF-E, which require pre-construction surveys to document existing conditions at The Winery and El Grito Mural, post-construction inspections to document any construction-related damage, and retention of an experienced professional or professionals qualified to carry out the repairs within 12 months of completion of the proposed Project.

Comment P590-8 Geology

The DEIR lists the known faults in the Los Angeles area, and acknowledges hazards at the Project site, including ground shaking, liquefaction, lateral spreading, and ground lurching. The geotechnical report in Appendix I to some degree examines potential impacts related to the Raymond Fault, but the analysis is limited and appears to downplay potential risks. While the presence of the fault does not trigger Alquist-Priolo, there still could be substantial risks. The DEIR states:

Response P590-8 This comment provides a general recitation and characterization of the Draft EIR. Refer to Response P590-9 for discussion of how the proposed Project would have less than significant impacts related to geology and soils upon implementation of Mitigation Measure GEO-A.

Comment P590-9 “Although these constraints are limiting, the most current models (UCERF3) indicate it has approximately 1.2% probability of participating in an earthquake of magnitude greater than 6.7 before 2038. The upper 95% confidence limit on this estimate is approximately 2.2% of an event with a magnitude greater than 6.7 before 2038. The likelihood of experiencing an event of Magnitude > 7.0 is 0.8%, and the likelihood of experiencing an event of Magnitude > 7.5 is less than 0.1% in that time period.”

The most obvious question is, Why does the DEIR’s analysis only go so far as 2038? Since the earliest date for the Project’s completion is likely to be 2026, it’s hard to understand why the DEIR only looks 12 years into the future. Presumably the Project would stand for decades. And given the LA area’s susceptibility to seismic activity, it

seems necessary to extend the projection. Also, why does the DEIR not give an estimate for earthquakes measuring less than 6.7? An earthquake on the Raymond Fault measuring 6 on the Richter Scale would have the potential to cause significant damage. Because the Project site is subject to liquefaction, a smaller earthquake also would have the potential to cause significant damage. The DEIR's analysis is clearly deficient.

Response P590-9 Refer to Section 3.07, Geology and Soils, and Appendix I, Geotechnical Document in Support of the Environmental Impact Report, of the Draft EIR for discussion of how the proposed Project would have less than significant impacts related to geology and soils upon implementation of Mitigation Measure GEO-A. Refer to Appendix I for a discussion of how the Raymond Fault was considered in the geotechnical analysis, along with other active fault systems in the Los Angeles Region. As discussed on Page 17 in Section 4.2.1.1, Faulting, of Appendix I, Geotechnical Document in Support of the Environmental Impact Report, to the Draft EIR, the analysis of potential seismic geological impacts to the proposed Project was based on data derived from the Uniform California Earthquake Rupture Forecast (UCERF 3). The UCERF 3 provides authoritative estimates of the magnitude, location, and time-averaged frequency of potentially damaging earthquakes in California. The model is not limited to providing probabilities for earthquakes measuring 6.7, and does provide probabilities beyond 2038. The proposed project would be designed based on probabilistic ground motions estimated by UCERF 3 which includes all the known contributing faults in the area of the proposed Project. The UCERF 3 is focused on forecasting earthquakes and does not address liquefaction. UCERF is a tool developed to evaluate seismic forces on buildings. The seismic forces in California are based on a seismic event that repeats every 2,500 years (2,500-year return period) per the latest building code. The UCERF model helps to determine what combination of faults, magnitudes and intensities will create a Maximum Credible Earthquake (MCE) with a 2,500-year return period. The proposed Project will be designed to meet applicable state building codes, which incorporate the MCE event, and all the faults and intensities that contribute to the MCE event. Liquefaction is discussed in Section 3.7.2.5. Regional Seismic Hazards, and in Section 4.2.1.2, Liquefaction, in Appendix I. As discussed therein, the proposed Project would have less than significant impacts related to geology and soils, including liquefaction, upon implementation of Mitigation Measure GEO-A. Refer to Appendix F, Memo on Structural Engineering, of the Final EIR for discussion of how the proposed Project would “meet the rigorous safety standards of applicable standards, requirements, and building codes, including all mandated standards addressing environmental factors such as wind and seismic effects and gravity forces, including all impacts from the height and tilt of the structures, to ensure structural integrity and safety.” As discussed in Section 3.07, the CEQA Guidelines Appendix G thresholds only require the analysis of potential impacts related to “strong seismic ground shaking,” and therefore the Draft EIR appropriately considered earthquakes of a certain magnitude with the potential for considerable ground shaking. The Draft

EIR provided sufficient information in order for the public and decision makers to meaningfully evaluate the proposed Project's potential environmental impacts. CEQA does not require "a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters" and lead agencies are not required to "provide all information requested by reviewers." (*Id.*, § 15204.)

Comment P590-10 Aside from the Raymond Fault, the DEIR fails to consider the Puente Hills Blind-Thrust Fault, which seismic experts believe could represent the greatest threat to the LA area. While the PHBT Fault is five miles from the Project site, scientists have expressed the opinion that a rupture on the PBHT could be felt as far as Downtown and beyond. Though scientists believe the probability of a major rupture on the PBHT is low, they also believe that even a lesser rupture could cause substantial damage. Please see the following study:

Response P590-10 Refer to Response P590-11 for discussion of how the proposed Project would have less than significant impacts related to geology and soils upon implementation of Mitigation Measure GEO-A. Refer to Appendix I, Geotechnical Document in Support of the Environmental Impact Report, of the Draft EIR, which addresses the Puente Hills fault. As discussed in Response P590-9, the proposed Project will be designed in accordance with applicable state building codes, which incorporate the MCE event, the 2,500-year event that takes into consideration all faults with potential to create ground motions affecting the proposed Project site. The Puente Hills fault is one of the faults considered in the MCE event. In addition, the Puente Hills is a blind fault. A blind fault is a thrust fault that does not rupture all the way up to the surface so there is no evidence of it on the ground. Because blind thrust faults are not capable of surface fault rupture, the risk of surface rupture due to faulting is considered low. As discussed on page 3.7-14 of the Draft EIR, "[t]he proposed Project would be constructed in accordance with applicable standards, requirements, and building codes, which would ensure structural integrity and safe construction." This compliance, along with the implementation of Mitigation Measure GEO-A, requiring the development and implementation of a site-specific geotechnical investigation and report that would include geotechnical recommendations for project design and construction, would reduce impacts related to the strong seismic ground shaking, seismic-related ground failure, and/or liquefaction during construction of the proposed Project to less than significant. CEQA does not require extensive detail beyond that needed for evaluation and review of the proposed Project's environmental impact. (See, e.g., 14 Cal. Code Regs. § 15124.) The Draft EIR provided sufficient information in order for the public and decision makers to meaningfully evaluate the proposed Project's potential environmental impacts. CEQA does not require "a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters" and lead agencies are not required to "provide all information requested by reviewers." (*Id.*, § 15204.) As discussed in Section 3.07, Geology and Soils, of the Draft EIR, construction and

operation of the proposed Project would result in less than significant impacts related to geology and soils upon the implementation of Mitigation Measure GEO-A.

Comment P590-11 New Methodology for Defining Concealed Earthquake Sources, Puente Hills Blind-Thrust USC, Harvard, USGS, James F. Dolan and Shari A. Christofferson, February 2003 https://earthquake.usgs.gov/cfusion/external_grants/reports/02HQGR0042.pdf

Here's an excerpt from page 6:

A large-magnitude PHT event would have devastating societal and economic impact on California. Not only does the PHT lie directly beneath Los Angeles, but this northdipping fault also defines the northeastern edge of the Los Angeles basin, a 10-km-deep, sediment-filled trough. Computer simulations indicate that these thick basinal sediments will significantly amplify both the duration and amplitude of strong ground motions (Olsen and Archuleta, 1996; Wald and Graves, 1998; Field et al., 2000). If a major PHT rupture similar to those we have documented were to exhibit updip directly, a common occurrence in many thrust earthquakes, seismic energy would be focused directly into the thick sedimentary fill of the Los Angeles basin. In addition to strong ground motions associated with $M_w \geq 7$ earthquakes on the PHT, the coseismic development of 1- to 2-m-high, ≤ 125 m-wide fold scarps, such as those observed at the Carfax site, will greatly disrupt any infrastructure built across the zone of active folding. Recognition of these narrow zones of co-seismic folding indicates that blind thrust faults represent as significant a surface-deformation hazard as faults that breach the surface.

Please see also the following:

Loss Estimates for a Puente Hills Blind-Thrust Earthquake in Los Angeles, California

Seligson, Et Al, May 2005

<https://pubs.er.usgs.gov/publication/70029508>

Here's an excerpt from the abstract:

Based on OpenSHA and HAZUS-MH, we present loss estimates for an earthquake rupture on the recently identified Puente Hills blind-thrust fault beneath Los Angeles. Given a range of possible magnitudes and ground motion models, and presuming a full fault rupture, we estimate the total economic loss to be between \$82 and \$252 billion. This range is not only considerably higher than a previous estimate of \$69 billion, but also implies the event would be the costliest disaster in U.S. history. The analysis has also provided the following predictions: 3,000-18,000 fatalities, 142,000-735,000 displaced households, 42,000-211,000 in need of short-term public shelter, and 30,000-99,000 tons of debris generated. Finally, we show that the choice of ground motion model can be more influential than the earthquake magnitude, and that reducing this epistemic uncertainty (e.g., via model improvement and/or rejection) could reduce the uncertainty of the loss estimates by up to a factor of two.

We note that a full Puente Hills fault rupture is a rare event (once every ~3,000 years), and that other seismic sources pose significant risk as well. ?? 2005, Earthquake Engineering Research Institute.

Response P590-11 Refer to Section 3.07, Geology and Soils, of the Draft EIR for discussion of how the proposed Project would have less than significant impacts related to geology and soils upon implementation of Mitigation Measure GEO-A. Refer to Appendix I, Geotechnical Document in Support of the Environmental Impact Report, of the Draft EIR, which addresses the Puente Hills fault. Refer to Appendix F, Memo on Structural Engineering, of the Final EIR for discussion of how the proposed Project would “meet the rigorous safety standards of applicable standards, requirements, and building codes, including all mandated standards addressing environmental factors such as wind and seismic effects and gravity forces, including all impacts from the height and tilt of the structures, to ensure structural integrity and safety.” In addition, as discussed in Response P590-9, the proposed Project will be designed in accordance with applicable state building codes, which incorporate the MCE event, the 2,500-year event that takes into consideration all faults with potential to create ground motions affecting the proposed Project site. Refer to Section 3.07, Geology and Soils, of the Draft EIR for discussion of how although the proposed Project would be in the seismically active region of southern California, it would not be in a State of California Earthquake Fault Zone (Alquist-Priolo Earthquake Fault Zone), and would not directly or indirectly cause potential substantial adverse effects involving the rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides.

Comment Letter P591 – Lydia Moreno

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P591

Comment P591-1 Mr. Zelmer, Deputy Executive Officer,

Los Angeles County Metropolitan Transportation Authority,

As a member of the Solano Canyon community, I am AGAINST this proposed gondola our historic neighborhood. I am concerned about our neighborhood's historic infrastructure, our neighbor's privacy, our safety, and public costs associated with this project.

Response P591-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. The Draft EIR fully analyzed and addressed the proposed Project's potential impacts to historic resources in Section 3.05, Cultural Resources, with supporting data provided in Appendix G, Historical Resource Technical Report for the Los Angeles Aerial Rapid Transit Project (HRTR). As discussed in Section 3.05, the Draft EIR's analysis concludes that all potential impacts related to historical resources would be less than significant. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of the proposed Project's design and operations, including discussion of the safety, privacy, and operations features of the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provides detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project.

Comment P591-2 Our community didn't ask for this project. The project will require the use of public rights of way, public airspace, and public lands for the placement of multiple towers with suspended cars intended to move a few thousand people in each direction between Union Station and Dodger Stadium for games and events.

Response P591-2 Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical Response C, Project Features, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the

environmental review process. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.

Comment P591-3 We know this is not about Dodger fans, this is Frank McCourt making money. Why is the city and the agencies silent in the fact that a millionaire kept land taken with the power of eminent domain? While other cities are doing the right thing, the city of LA is silent in the land stolen from people in the ravines, and then sold to a private corporation, further divided and kept by Frank McCourt.

Response P591-3 Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine.

Comment P591-4 LA should focus on fixing public transportation to and from the stadium. The city of Los Angeles should stop handing out sweetheart deals to millionaires.

Response P591-4 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would

reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P591-5 Metro has a line in Chinatown already, why not connect it to the stadium? This, in and of itself, is an indication that Metro is looking the other way for Frank McCourt. Building a project of this magnitude when the Dodgers only have 81 home games a year and limited events is a waste of taxpayer dollars. What else is McCourt and Metro not telling us?

Response P591-5 Refer to Response P591-4 for a discussion of the need for the proposed Project. Refer to Section 2.0, Project Description, of the Draft EIR for a discussion of the proposed Project system's ability to overcome grade and elevation issues between LAUS and Dodger Stadium while providing safe, zero emission, environmentally friendly, and high-capacity transit connectivity in the Project area that would reduce GHG emissions as a result of reduced vehicular congestion in and around Dodger Stadium and on neighborhood streets, arterial roadways, and freeways. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would provide active transportation connectivity along the proposed Project alignment through pedestrian access enhancements and first / last mile multi-modal options at the mobility hubs proposed for the Chinatown/State Park Station and the Dodger Stadium Station. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, and Section 4.0, Costs and Financing, of the Final EIR, which provides detail as to the proposed Project's capital, operation, and maintenance costs and planned sources of funding, recognizing that the proposed Project's capital funding would primarily be sourced from bond financing serviced by

revenue from the proposed Project. No public sources of funding have been sought or committed to the proposed Project. Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project.

Comment P591-6 Do this community right for the first time. You took our land, to put a stadium, then a freeway, then a toxic dump, more freeways. Keep this gondola away from our community.

Response P591-6 Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice, how the proposed Project supports Metro’s goal of prioritizing equity opportunities. The proposed Project is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment. Public outreach for the proposed Project was designed with environmental justice principles in mind. The proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a permanent transit connection to one of the region’s most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution in an area disproportionately burdened by pollution, and improving safety. The proposed Project is also designed to be ADA compliant. Refer to Topical Response C, Project Features, for discussion of the proposed Project’s features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine.

Comment Letter P592 – Elvin Vu

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P592

Comment P592-1 Deputy Executive Officer Cory Zelmer,

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

Response P592-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P592-2 I'm a huge baseball fan and a frequent metro rider. I think the gondola is a gimmick that is unnecessary.

Response P592-2 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Response P592-3 regarding the need for the proposed Project.

Comment P592-3 You already have the busses from union station. There are Bars and other services at union, why do you need a gondola at la state park? Doesn't make sense. Keep la state park separate from baseball fans

Response P592-3 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at Los Angeles Union Station (LAUS), Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer

to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park.

Comment P592-4 I think the busses are great and there isn't a need for another useless "angels flight"

Response P592-4 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Topical Response M, Comparable Urban Aerial Transit Systems, discussing how, like the proposed Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments. In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. Refer to Section 2.0, Project Description, of the Draft EIR and Topical Response J, Gondola Design and Operations, of the Final EIR, for discussion of how the proposed Project would carry up to approximately 5,000 passengers per hour per direction (pphpd). Refer to Topical Response H, The Draft EIR Considered an Appropriate Range of Alternatives and Design Options, for discussion of how the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the proposed Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the proposed Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park.

Comment P592-5 If anything, why not make the walk to dodgers stadium better? Clean up the bridge across the free way and or create more lights and stairs to climb the hill.

Response P592-5 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. Refer to Section 5.0, Corrections and Additions, of the Final EIR, for discussion of a Pedestrian Enhancement Alternative to the proposed Project in which the proposed Project would not be constructed, and instead an enhanced pedestrian walkway and vertical circulation elements would be constructed to improve the safety, comfort, and accessibility of walking between the Metro L Line (Gold) Station and Dodger Stadium. While this alternative would provide improved pedestrian connections compared to existing conditions, the 25 minute plus travel time from the Metro L Line (Gold) Station to the location of the proposed Dodger Stadium Station would be at least nine times greater than the three minute travel time between those two locations with the proposed Project, and this alternative would be unlikely to attract substantially more people to walk to Dodger

Stadium compared to existing conditions given the travel time and the physical exertion. This alternative was considered but dismissed from further detailed analysis because it did not meet most of the basic objectives of the proposed Project. Refer to Topical Response C, Project Features, for discussion of how the proposed Project would provide open space enhancements, including at the Alameda Triangle, the Los Angeles State Historic Park, and along the pedestrian pathway connecting Dodger Stadium Station and Dodger Stadium and the proposed Project would include mobility hubs at Chinatown/State Park Station and Dodger Stadium Station.

Comment P592-6 Go busses and walking to the game. No on the gondola.

Response P592-6 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Responses P592-3 through P592-5 for discussion of the purpose and need for the proposed Project, the Transportation Systems Management Alternative for an enhanced Dodger Stadium Express, and the Pedestrian Enhancement Alternative.

Comment Letter P593 – Angela Davis

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P593

Comment P593-1 Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). This is not environmentally valid.

Response P593-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. The proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel are discussed in Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR.

Comment Letter P594 – Anna Gruben

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P594

Comment P594-1 I'm writing in strong opposition to the proposed gondola project.

Response P594-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P594-2 My 7-year-old attends an outdoor school that frequently meets at LA State Historic Park. This is after months of struggling at a more traditional school. He is thrilled to be there. A gondola would seriously threaten the safety, beauty and quality-of-life of this space. Gondola cars flying 26 feet over the park is one of the many concerns that are not addressed adequately by DEIR.

Response P594-2 As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system. The proposed Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park.

Comment P594-3 This project needs to be stopped.

Response P594-3 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment Letter P595 – Valerie Veator

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P595

Comment P595-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project (“The Gondola” at Dodger Stadium).

Response P595-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P595-2 LA needs to stop kicking the cab down the road - we need meaningful improvements made to our traffic patterns and infrastructure instead of this gimmick of a “solution” - a gondola does NOT serve this community in the least.

Response P595-2 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project’s system, approximately 20 percent of the fans could take aerial transit connected to Metro’s regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment Letter P596 – Michael Steinborn

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P596

Comment P596-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project (“The Gondola” at Dodger Stadium).

Response P596-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P596-2 We need more investment in actual public transit, not sports-driven development.

Response P596-2 Refer to Topical Response A, SB 44, for discussion of how the proposed Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project’s system, approximately 20 percent of the fans could take aerial transit connected to Metro’s regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Refer to Section 2.1, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodgers games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park.

Comment P596-3 Like the Olympic bid, this project has been rammed through with no public input because the public, when learning all the facts, would reject it. STOP THE GONDOLA!

Response P596-3 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The public input during this period led directly to changes to the proposed Project to incorporate public feedback, including changes to the proposed Project alignment to include the intermediate Chinatown/State Park Station, redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of outreach and community engagement during the Draft EIR public review period and community engagement efforts during the preparation of the Final EIR. Refer to Response P596-2 for discussion of the need for the proposed Project.

Comment Letter P597 – Lydia M Garcia

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P597

Comment P597-1 Deputy Executive Officer Cory Zelmer,

I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). This is not environmentally valid.

Response P597-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. The proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel are discussed in Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR.

Comment Letter P598 – Jacqueline Calvache

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P598

Comment P598-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). I was born and raised in the Eastside of Los Angeles and I've worked in the community all of my adult life.

Response P598-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P598-2 I will be impacted everyday if this project moves into motion, my daily commute will be impacted as I drive through Chinatown and Union Station daily.

Response P598-2 Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the *Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment*, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations. This partnership could include providing a free connecting Metro or Metro bikeshare ride with a ticket for the proposed Project, or other measures to further encourage a complete transit trip. By providing efficient, high-capacity, and faster alternative access to Dodger Stadium for games and special events, however, overall vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days would be reduced by the proposed Project because of game/special event attendees shifting to riding public transit rather than driving to Dodger Stadium. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gases through reduced vehicular travel.

Comment P598-3 I see firsthand the needs of these communities and I am sick and tired of seeing community neglected and cast off for monetary gain. This gondola is not for the

people of LA. This does not reflect the needs of this community, stop displacing people and do not proceed with this project. Listen to the needs of community and do better.

Response P598-3 Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities. Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station. Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features.

Refer to Topical Response L, Project Sponsor and Proposed Project Costs and Financial Analysis, for discussion of the Project Sponsor and donation to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not displace any housing.

Refer to Topical Response N, Environmental Justice, Appendix A, Public Outreach Report, of the Final EIR, Appendix A, Scoping Report, of the Draft EIR, and Topical C, Project Commitment to Community Benefits, for discussion of the proposed Project team's outreach efforts to neighborhoods along the proposed Project alignment and the proposed Project's features to enhance and provide additional benefits to the surrounding communities. Metro sought to engage with stakeholders in neighborhoods along the proposed Project alignment in each stage of the environmental review process. Input from the public, including local community stakeholders, led directly to the selection of the proposed Project alignment, including an intermediate station in Chinatown (the Chinatown/State Park Station),

as well as to the redesign of the proposed Project stations and junction and additional pedestrian enhancements including hardscape and landscape improvements.

Comment P598-4 We do not want this project, we do not need this.

Response P598-4 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Response P598-3 for discussion of the need for the proposed Project and the proposed Project's features to enhance and provide additional benefits to the surrounding communities.

Comment P598-5 We need cleaner air and affordable housing. This project will do the opposite of that, it will continue the rapid gentrification of our neighborhoods and the pollution of an already over polluted community. Do better by your people and this community. We do not bleed blue. We bleed red. Stop the violence and stop the gondola.

Response P598-5 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice by considering the proposed Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the proposed Project's potential impacts to the surrounding community, concluding that the proposed Project could result in air quality benefits for the surrounding communities, Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement. Refer to Response P598-3 for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, and the proposed Project's outreach efforts to communities along the proposed Project alignment during each stage of the environmental review process.

Comment Letter P599 – Isabel Frampton Wade

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P599

Comment P599-1 I am writing to submit public comment on the matter of LAART. I would like to voice my strong opposition to this project.

Response P599-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Because the comment does not address an environmental issue or raise a substantive issue on the content of the Draft EIR, no further response is warranted.

Comment P599-2 As a resident of Echo Park and a garden manager at the Solano Canyon Community Garden, I know how disastrous this project would be to our community's quality of life. Time and again the communities of Chavez Ravine, Solano Canyon, and Echo Park have been sacrificed for the benefit of Dodger stadium, and it is time that the city put a stop to this destructive land grab.

Response P599-2 Refer to Topical Response C, Project Features, for discussion of the proposed Project's features to enhance and provide additional benefits to the surrounding communities, including but not limited to sustainability features and open space enhancements, the Community Access Plan for fares, access to parks, mobility hubs, signage, utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture, design of each component of the proposed Project to complement and reflect the unique character of the surrounding neighborhood, the Business and Community Support Program during construction, and benefits to local businesses along the proposed Project alignment. The Project Sponsor would convene stakeholder groups to coordinate on issues related to proposed Project features. Refer to Section 5.0, Corrections and Additions, of this Final EIR for a discussion of Chavez Ravine.

Comment P599-3 There are several reasons I am concerned about this project. A major one concerns traffic. The surrounding neighborhoods to the proposed Gondola project already suffer from congested traffic and gridlocked cars on every home day game. As I have witnessed on numerous occasions, visitors to Dodger Stadium unfortunately lack basic respect for the communities they are traveling through and parking in. This includes littering, being loud, making dangerous traffic maneuvers. The Gondola project will exacerbate, not ameliorate, this problem!

Response P599-3 Refer to Section 2.3.7, Purpose and Need, of the Draft EIR, for an overview of the need for the proposed Project. The proposed Project would improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the

intermediate Chinatown/State Park Station. Dodger Stadium draws large regional crowds, with approximately 100 baseball games and other events each year, but there are no permanent transit connections to the venue. The vast majority of visitors drive their personal vehicles to access the venue. These vehicles create congestion on the surface streets leading up to and around Dodger Stadium, including Sunset Boulevard/Cesar E. Chavez from LAUS and throughout the surrounding communities. Given the capacity of the proposed Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system. This would reduce vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan. Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of Senate Bill 743, which designated "vehicle miles traveled" as the method for assessing transportation impacts on the environment for CEQA projects. Refer to the Los Angeles Aerial Rapid Transit Project Non-CEQA Transportation Assessment, which found that there could be localized increases in traffic at the intersections closest to the proposed Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft and recommended the proposed Project work with Metro to identify a transit partnership for the proposed Project riders to further encourage them to take transit, walk, or bike to the proposed Project's stations.

Comment P599-4 It will also directly negatively impact the LA State Historic Park, a cultural gem for everyone who visits it. The project plans to cut down many mature trees in the park, which is a horrible idea for a city that suffers from terrible lack of shade resources impacting its poorest communities.

Response P599-4 As discussed in Sections 3.01, Aesthetics, 3.04, Biological Resources, 3.05, Cultural Resources, 3.06, Energy, 3.07, Geology and Soils, 3.09, Hazards and Hazardous Materials, 3.10, Hydrology and Water Quality, 3.11, Land Use and Planning, 3.13, Noise, 3.15, Public Services, 3.16, Parks and Recreational Facilities, 3.17, Transportation, 3.18, Tribal Cultural Resources, 3.19, Utilities and Service Systems, 3.20, Wildfire, and 5.0, Other CEQA Considerations, the proposed Project would have less than significant operational impacts, including to Los Angeles State Historic Park. As discussed in Section 2.0, Project Description, Section 3.16, Parks and Recreational Facilities, and Section 5.0, Other CEQA Considerations, of the Draft EIR, the Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park. The proposed Project alignment crosses over the westernmost edge of the Los Angeles State Historic Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary

system. The proposed Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer. With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the proposed Project. Refer to Response S2-4 for additional discussion regarding the ability of uses to continue at the Park. The proposed Project would implement BIO-PDF-F and adhere to ordinances and requirements applicable to tree replacement, based on the corresponding jurisdiction of the property where each tree is located. As discussed on page 3.4-23, in Section 3.04, Biological Resources of the Draft EIR, and in Appendix K.1, Updated Tree Report, and in Appendix G, Supplemental Biological Resources Report, of this Final EIR, the removal of the 75 trees within Los Angeles State Historic Park would require a permit or approval from the California Department of Parks and Recreation, and all existing trees required to be removed on California Department of Parks and Recreation property would be replaced at a minimum 1:1 ratio within the Park or as agreed to as part of the approvals required for implementation of the proposed Project from the Department. In addition, 6 trees within the public ROW located near the Los Angeles State Historic Park would be replaced at a ratio specified by the Urban Forestry Division, typically, at a 2:1 ratio. Additionally, the proposed Project would include new shade resources in the park including the Chinatown/State Parks Station at the entrance of the park.

Comment P599-5 Finally, giving this project a green light would lead to further speculative land grabs in the surrounding areas, which have already suffered at the hands of developers driving rent prices up.

Response P599-5 Refer to Topical Response G, No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property for a discussion of how the proposed Project solely proposes an aerial gondola system. Refer to Topical Response E, The Proposed Project Will Not Displace Housing or Prevent Planned Housing, for discussion of how the proposed Project will not exacerbate gentrification or result in displacement of residents in the surrounding neighborhoods and is consistent with Metro's considerations regarding gentrification and displacement.

Comment P599-6 At a time when Angelenos are fed up with the lack of public transportation in our city, it is an utter embarrassment and profound negligence to think the city would approve a project for a "public transportation" option that would only benefit visitors to a baseball game. Please consider how detrimental this project would be to all the city, and say no to developers!

Response P599-6 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Topical Response A, SB 44, for discussion of how the proposed Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles. Refer to Section 2.01, Overview of the Project, of the Draft EIR, discussing how the proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles. As discussed on page 2-42, in Section 2.0, Project Description, of the Draft EIR, the proposed Project would provide service to all pre-season, regular season, and post-season Los Angeles Dodger games and any special events (e.g., concerts, the Los Angeles Marathon) at the Dodger Stadium property. The proposed Project would also provide service to events at the Los Angeles State Historic Park. In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that the proposed Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park. The proposed Project would be free to ride for anyone with a ticket to a Dodgers game. In addition, the proposed Project would allow all residents, employees, and businesses located close to the proposed Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Comment Letter P600 – David Michel

The full bracketed letter is provided in Appendix C, Public Comments on the Draft EIR, of the Final EIR for reference.

Responses to P600

Comment P600-1 I am writing to voice my opposition to the Los Angeles Aerial Rapid Transit Project ("The Gondola" at Dodger Stadium). Community residents deserve to have an input in large projects like this. This project would worsen issues like pollution in communities that have historically been ignored by LA Metro. These injustices cannot continue.

Response P600-1 This comment indicating opposition to the proposed Project is noted for the record and will be provided to the decision makers for review and consideration. Refer to Appendix A, Public Outreach Report, of the Final EIR, for discussion of the proposed Project's public outreach and opportunity for public testimony during the Draft EIR public review period. Refer to Appendix A, Scoping Report, of the Draft EIR, for discussion of outreach and community engagement during the Draft EIR scoping period. Metro sought to engage the community in each stage of the environmental review process. Metro engaged the public in decision making for the proposed Project beginning with the public scoping period for the Draft EIR in October 2020 to receive public comment on the proposed Project's scope of environmental review under CEQA. In June 2021, the Project Sponsor conducted two virtual public outreach meetings. The input from the public, including local community stakeholders, as well as from agencies, organizations, and interested parties, during this period led directly to changes to the proposed Project to incorporate public feedback. The Draft EIR was released on October 17, 2022, for a 60-day public review period, which Metro extended an additional 30 days for a 90-day public review period ending on January 17, 2023. Eight public meetings were held immediately preceding, during, and immediately following the Draft EIR public review period, with four held in-person in the Project area at Los Angeles Union Station and Cathedral High School, and four held virtually via Zoom webinar. Project materials and information were provided at both the in-person meetings and on Metro's website in English, Spanish, Chinese (Traditional), and Chinese (Simplified). Interpretation was provided in English, Spanish, Mandarin, and Cantonese during the eight public meetings, with interpretation provided in Taishanese during the final two public meetings. Refer to Topical Response N, Environmental Justice, for discussion of how the Draft EIR addresses environmental justice and how the proposed Project supports Metro's goal of prioritizing equity opportunities. The proposed Project is designed to extend affordable, regional access and mobility options to the communities adjacent to the proposed Project alignment. Public outreach for the proposed Project was designed with environmental justice principles in mind. The proposed Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities, and would itself address a need for a

permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution in an area disproportionately burdened by pollution, and improving safety. The proposed Project is also designed to be ADA compliant. Refer to Section 3.03, Air Quality, Section 3.08, Greenhouse Gas Emissions, Section 3.17, Transportation, Appendix D, Air Quality/Health Risk Assessment Technical Report, Appendix J, Greenhouse Gas Emissions Technical Report, and Appendix N, Transportation Appendices, of the Draft EIR, for discussion of the proposed Project's ability to reduce vehicular travel, to improve air quality through reduced emissions, and to reduce greenhouse gas emissions through reduced vehicular travel.

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