



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 24-0011-S4

1 message

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org, pchen.hcnnc@gmail.com

Thu, Jun 12, 2025 at 2:03 PM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Historic Cultural North

Name: Patrick Chen

Email: pchen.hcnnc@gmail.com

The Board approved this CIS by a vote of: Yea(9) Nay(0) Abstain(0) Ineligible(0) Recusal(5)

Date of NC Board Action: 04/03/2024

Type of NC Board Action: For

Impact Information

Date: 06/12/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 24-0011-S4

City Planning Number:

Agenda Date: 03/22/2024

Item Number:

Summary: The Historic Cultural North Neighborhood Council (HCNNC) represents Chinatown, El Pueblo, Solano Canyon, and Victor Heights in the City of Los Angeles. HCNNC supports the motion in Council File 24-0011-S4 to conduct an independent traffic assessment on "community impact zones" around Dodger Stadium, which would include a comprehensive study of potential traffic mitigation measures, and for the City Council to not take further action on the LA ART gondola project pending the results of traffic assessment. In addition, HCNNC approved a Community Impact Statement in opposition to the gondola project.

2 attachments



CIS-LAARTGondola- 04-03-24-approved.pdf
865K



CIS-CF24-0011-S4-DodgerStadiumTrafficStudy-04-03-24-approved.pdf
871K

Executive Officers

Chair – Phyllis Ling

1st Vice-Chair – Wing Ho

2nd Vice-Chair – Patrick Chen

Secretary – Miho Murai

Treasurer – Paul Hanley



Historic Cultural North Neighborhood Council Community Impact Statement

April 3, 2024

To: Councilmember Eunisses Hernandez, Mayor Karen Bass, Councilmember Paul Krekorian, Councilmember Katy Yaroslovsky, Metro Appointee Jacquelyn Dupont-Walker

Subject: Opposition to the LA ART Gondola to Dodger Stadium

We, the **Historic Cultural North Neighborhood Council** declare that on **April 3, 2024**, a Brown Act noticed public meeting was held by the **Historic Cultural North Neighborhood Council** with a quorum of **9** board members present and that by a vote of :

7 yes, 2 no, and 0 abstentions and 5 recusals, the

Historic Cultural North Neighborhood Council approved the following Community Impact Statement as presented:

The proposed LA ART gondola project is a 1.2 mile long aerial gondola that is proposed to travel between Union Station and Dodger Stadium. This project has been proposed as a permanent mass transportation system that would be privately owned and financed. As currently proposed, the system would include three passenger stations, one non-passenger junction or angle station, and three towers.

Whereas the LA ART gondola affects many parts of the Historic Cultural North Neighborhood Council district, with infrastructure and construction impacts in El Pueblo, Chinatown, and Solano Canyon;

Whereas the LA ART gondola is a major infrastructure project that requires the transfer of public land and public rights-of-way and airspace to a private company or nonprofit;

Whereas the proponents of this project have stated that the project would be funded through tourist fares and sponsorships, but provided no funding or business plan to support the financial sustainability of this project;

Whereas the gondola project would locate the 98 ft tall Broadway Junction in a residential neighborhood and send gondola cabins flying as low as 49 feet above the ground and less than 30 feet above homes in a 100+ year old neighborhood of single family homes and two-story apartment buildings;

Whereas the gondola would locate the Alpine Tower directly across the street from, and leaning towards, Metro Lofts, an apartment building for seniors in Chinatown;

Whereas the gondola project would locate a 98 ft tall station at the entrance of LA State Historic Park and fly cabins as low as 26 ft over recreation areas in the park, invading the viewsheds of the park, including the iconic DTLA skyline view;

Whereas the gondola project would require the removal of over 80 trees at LA State Historic Park and 250 trees in total;

Whereas LA State Historic Park was an environmental justice victory that was 20 years in the making for the communities surrounding the park including Chinatown, Solano Canyon, and William Mead Homes,

Whereas no gondola system in the world operates at the capacities claimed by LA ART and no queuing plan has been presented to demonstrate the feasibility of passenger loading and unloading under the conditions specified for the LA ART gondola;

Whereas a UCLA Mobility Lab study found that the gondola project does little to take cars off the road, and is likely to carry fewer passengers than LA ART claims because many will likely drive to the stations to get on;

Whereas gondola riders who drive and park near the gondola station in Chinatown will take up parking that businesses need for their customers, and drive up the cost of parking in general, which further depresses business activity in Chinatown;

Whereas the environmental benefits of this project are overstated and based on many unsound assumptions including maximum wait to get on a gondola of 15 minutes and 68% of gondola riders using transit for their entire trip with an average trip of 22 miles;

Whereas the descendants of the families of La Loma, Bishop, and Palo Verde, aka “Chavez Ravine” who were evicted by eminent domain are seeking reparations for the land and opportunities for generational wealth that was stolen from them;

We the Historic Cultural North Neighborhood Council express our opposition to this project on behalf of our residents, businesses, and LA State Historic Park visitors.

This project is an environmental injustice that places heavy burdens on communities who would see no benefit. The gondola does not connect to essential services. This project invades our historic neighborhoods with unnecessary permanent infrastructure.

We urge the City of LA and Metro’s board members to evaluate improvements to Dodger Stadium access on a holistic and comprehensive level. Lower impact and flexible transportation solutions should be explored before imposing such an invasive project on a community that did not ask for it.

Finally, we urge all elected leaders and decision-makers to reconsider the opaque process that has brought this ill-conceived project to this point in the approvals process. Our communities must be treated with respect and dignity, rather than as a path of least resistance. We encourage future discussions with the community on how to improve access to and from Dodger Stadium.

Appendix A - Timeline

Timeline

In 2018, ARTT, LLC, an entity formed by former owner of the Dodgers Frank McCourt and his family, submitted an aerial gondola concept to Metro's Office of Extraordinary Innovation that would provide a transit connection between Union Station and Dodger Stadium, and that concept was a two-station direct route concept with an estimated budget of \$125 million.

In 2019, Metro advanced the project to "implementation" and agreed to act as lead agency under CEQA for this privately owned project, which is called the Los Angeles Aerial Rapid Transit project, or "LA ART."

In September 2020, Metro/LA ART announced the environmental review and the selection of only two potential routes. The routes were selected without any prior outreach to residents, no feasibility study, and no initial study.

In the announcement of the environmental review, the project included two potential locations for an intermediate station, but no other information regarding these intermediate stations, nor any information about the locations, heights, or numbers of towers.

In May 2021, LA ART selected the Broadway Alignment as the preferred alignment, and the Chinatown State Park Station was added without any public consultation.

In Aug 2022, LA ART announced the intended "transfer" of the project to a newly formed nonprofit Zero Emissions Transit, a subsidiary of Climate Resolve.

In Oct 2022, Metro/LA ART released the Draft EIR that still lacked critical information about how the project would be implemented in ways that would materially impact the environmental analyses and claimed environmental benefits, including plans to manage crowds and queuing.

Appendix B - Impacts

Impacts to Residents:

- Invasion of Privacy/Airspace
 - Gondola is a freeway in the sky, 19 hrs/day, 5am - midnight.
 - "Smart glass" technology has been proposed to help with privacy, but no information about implementation has been provided, such as when would they would block tourists' views. Residents are also concerned about accountability for implementing and maintaining this system.
- Constant Noise from drive motors, machinery in open-air stations, passengers in cabins, removing trees by freeway
- Earthquake liquefaction mitigation not explained.
- Construction disruptions - noise/vibration, air pollution, road closures

Impacts to Businesses:

- The gondola turns Chinatown into Dodger Stadium's parking lot.
 - Businesses need parking for their customers.
- Businesses don't want their property taxes increased to fund the gondola.
- Tourism benefits for Chinatown/Olvera Street exaggerated:
 - Gondola flies over Chinatown, bypasses businesses.
 - Most games are on weekday evenings. No time to shop/dine in Chinatown/Olvera Street.
 - Those who drive and arrive to the gondola early will hop on & pre-game at stadium to avoid longer gondola lines closer to game start time.
- Business interruption - Road closures and construction activity/noise for 2 years.
- Huge Missed Opportunities for Chinatown/Olvera Street Businesses:
 - Construction expected to start in 2026, which is during the World Cup.
 - Project delays could mean that Chinatown & Olvera Street are construction zones during the 2028 Olympics.

Impacts to LA State Historic Park:

- Construction would close down a large portion of the park for nearly 2 yrs.
- Removes 81 trees at LA State Historic Park (removes 250 trees total) in a park-poor community.
- Invasion of Open Airspace/Viewsheds:
 - Massive, 98 ft tall concrete & metal gondola station at the entrance of park.
 - 5-ton cabins would fly overhead as often as every 23 seconds per direction.
 - Flies 26 ft directly over a popular hill in the park.
 - Iconic DTLA skyline view at the park is invaded by private developer's gondola.
- Threatens the park's ability to generate revenue for maintenance/programs by shifting/limiting where stages can be set up for concerts.
- Chinatown/State Park station added to route without any public consultation.
- Our communities fought for over 20 years for this park.

Taxpayers:

- Ballooning Costs: Projected construction costs now at \$500 million. Original cost was \$125 million.
- Ongoing operating costs estimated at \$8-10 million/year, according to LA ART. Costs for maintenance, security, and insurance unknown.
- Taxpayer dollars should be used for more important transportation projects that our communities need.

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April 3, 2024

To: Councilmember Eunisses Hernandez, Mayor Karen Bass, Councilmember Paul Krekorian, Councilmember Katy Yaroslovsky, Metro Appointee Jacquelyn Dupont-Walker

Subject: Support for Motion in Council File: 24-0011-S4: Dodger Stadium / Los Angeles Aerial Rapid Transit (LA ART) / Traffic Assessment / Council District 1 / Street Furniture Revenue Fund

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9 yes, 0 no, and 0 abstentions and 5 recusals, the

Historic Cultural North Neighborhood Council approved a Community Impact Statement in support of the motion in Council File #24-0011-S4. HCNNC supports the motion to conduct an independent traffic assessment on "community impact zones" around Dodger Stadium, which would include a comprehensive study of potential traffic mitigation measures, and for the City Council to not take further action on the LA ART gondola project pending the results of traffic assessment.