



clerk CIS &lt;clerk.cis@lacity.org&gt;

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

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

Fri, Aug 2, 2024 at 7:57 AM

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](mailto:empowerla@lacity.org).

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

### Contact Information

Neighborhood Council: Silver Lake

Name: Kevin Rutkowski

Email: [Kevin.rutkowski.slnc@gmail.com](mailto:Kevin.rutkowski.slnc@gmail.com)

The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 04/03/2024

Type of NC Board Action: For

### Impact Information

Date: 08/02/2024

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 24-0011-S4

City Planning Number:

Agenda Date: 04/05/2024

Item Number:

Summary: The Silver Lake Neighborhood Council (SLNC) represents 40,000 Los Angeles stakeholders who reside, own property, or conduct business in the neighborhood. The SLNC Board voted at its Board and Stakeholder meeting held April 3, 2024, to submit this Community Impact Statement regarding Council File 24-0011-S4: In Opposition to Dodger Stadium / Los Angeles Aerial Rapid Transit (LA ART) / Traffic Assessment / Council District 1 / Street Furniture Revenue Fund. We at the SLNC oppose the proposed gondola for numerous and diverse reasons (please see attached letter).

Ref:MSG10857460



**2024-08-02 SLNC Gondola CIS.pdf**

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**Vice Chair:** Joy Taira  
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**Secretary:** Kevin Rutkowski

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August 2, 2024

The Los Angeles City Council  
Los Angeles City Hall  
200 North Spring Street, Room 395  
Los Angeles, CA 90012

**COMMUNITY IMPACT STATEMENT  
In Opposition to the Los Angeles Area Rapid Transit Project (LA ART)**

RE: Council File 24-0011-S4: In Opposition to Dodger Stadium / Los Angeles Aerial Rapid Transit (LA ART)  
/ Traffic Assessment / Council District 1 / Street Furniture Revenue Fund

The Silver Lake Neighborhood Council (SLNC) represents 40,000 Los Angeles stakeholders who reside, own property, or conduct business in the neighborhood. The SLNC Board voted at its Board and Stakeholder meeting held April 3, 2024, to submit this Community Impact Statement regarding Council File 24-0011-S4: In Opposition to Dodger Stadium / Los Angeles Aerial Rapid Transit (LA ART) / Traffic Assessment / Council District 1 / Street Furniture Revenue Fund.

We at the SLNC oppose the proposed gondola for numerous and diverse reasons:

1. According to a recent Los Angeles Times article, the objective of the gondola project is less about easing congestion and pollution on Dodger game days than creating a public-funded transit project to support possible future development by former Dodgers' owner Frank McCourt. We agree with "Stop the Gondola" and others that the current EIR, which focuses solely on the gondola project while ignoring future likely development in the area, is disingenuous and improper.
2. We remain unconvinced that this gondola is appropriate for this situation. Because large crowds arrive and depart within a short window of time, stadiums are possibly the worst use-case for gondolas. Gondolas are not appropriate for surge events; rather, they are best suited for transporting people slowly over long periods of time across difficult topographies – like ski slopes. The low capacity of a gondola system does not appear to warrant the significant investment and disruption to the Los Angeles State Historic Park and surrounding neighborhoods.
3. There are no financial guarantees, and no funding plan or feasibility study has been made public. If the parent company, Zero Emissions Transit, were to go bankrupt, taxpayers could be responsible to bail out the project, notwithstanding the 31 conditions of approval that were passed by the Metro Board in

conjunction with the certification of the Final EIR, which are not a binding agreement and can rescinded or amended by Metro with another board vote

4. The 1.2-mile aerial route goes through residential areas, public parks, historical sites such as the Pueblo, and above Chinatown. Once running, the project is proposed to run 19 hours a day, 365 days a year. The constant noise and visual disturbance of the moving cabins would disrupt the tranquility of the newly established State Historic Park. In a neighborhood with chronically inadequate green space, this effectively takes away park space they were just granted access to.
5. It is estimated that at least 300 trees would be removed along the gondola project's route along with a well-established pollinator habitat called Project Monarch LA. Even if all of the trees are replaced, it will be decades before they are large and mature enough to provide shade and meaningful wildlife benefits, or serve as effective carbon sinks.
6. The EIR fails to mention any further studies on the impact of wildlife. The Least Bell's Vireo, the Florida Bonneted Bat, and the Hoary Bat, all of which are federally protected species, are known to reside near the LA River.
7. The Environmental Impact Report (EIR) released on December 4, 2023, fails to mention how this project will be funded. This privately owned project is estimated to cost over \$500 million while using LA Metro as a vehicle; LA Metro is designated for public transportation. A project that provides transportation only to Dodger Stadium does not seem to be in good faith, nor does it seem to be truly public transportation.
8. LA Metro should focus efforts on real transportation solutions. Chinatown once had multiple bus routes on Broadway and now has only one. We need deep investment in active transportation infrastructure such as bus, light rail, bike lanes, etc. In a city where so many Angelenos need affordable and accessible public transit, a privatized Gondola to nowhere seems like a big step in entirely the wrong direction.
9. If the objective is to reduce the congestion and pollution associated with Dodger game days, stakeholders and residents have proposed parking permits for residents, improved pedestrian and bike access, expanding the Metro Dodger Express buses to transport Dodger fans on game days, and modeling after the Hollywood Bowl's transportation system. These are cheaper, less invasive, and accessible solutions to relieve the Dodger Stadium traffic and parking concerns.
10. In a city where our most vulnerable working class Angelenos continue to be economically and culturally pushed out of their communities, a tourist destination such as the Gondola will only contribute to such displacement due to the increased development and gentrification that the Gondola will attract.

The Silver Lake Neighborhood Council supports the Motion in Council File 24-0011-S4 to conduct a comprehensive traffic study of Dodger stadium and surrounding communities and suspend the City Council's advancement of the LA ART project until such studies can be completed and evaluated.

Sincerely,  
Silver Lake Neighborhood Council



c/o Michael Amodeo, Assistant Secretary

PRESENTED BY: David Omenn, Co-Chair

SECONDED BY: Cindy Coan

YES: (14) NO: (0) ABSTAIN: (0) ABSENT: (7) INELIGIBLE:(0)

ON THIS DATE: April 3, 2024