

## Communication from Public

**Name:** Heather Lockie

**Date Submitted:** 11/11/2025 07:21 PM

**Council File No:** 25-1295

**Comments for Public Posting:** Hello, my name is Heather Lockie, and I live in Montecito Heights near Debs Park up the 110 freeway. I am in SUPPORT of Item #48. I urge the City Council to PASS this City Resolution against the LA ART gondola and ask that the Council urge LA Metro to strike down the Supplemental EIR. Earlier this year, the California State Appellate Court ordered the gondola's original EIR to be decertified, showing how flawed and hasty LA ART's conduct has been. The current Draft SEIR is more of the same: LA ART's solution for noise mitigation is forcing renters to keep their windows closed at all times, sacrificing access to fresh air and forcing use of air conditioning and a rise in utility bill costs. Additionally, Metro allowed only 1 virtual public hearing for the SEIR when the affected neighborhoods have significant non-English and elder residents who cannot access Zoom without assistance. The community did the job that Metro should have done and self-organized public comment access points. This public process has been consistently exclusionary, and systemically racist. In fact, the last time the gondola was heard in Council, it was because McCourt's lobbyists went behind City Council's backs to the State legislature and introduced a shady clause in SB71 in order to advance the gondola. Both LA City Council and LA Metro must stop this corrupt billionaire and prioritize the people of Olvera St, Chinatown, LA State Historic Park, and Elysian Park, who overwhelmingly oppose this gondola. Vote yes on Item #48 and Stop the Gondola. Thank you for your time. I appreciate what you do for the city of Los Angeles, and I hope you listen to the communities that would be negatively affected by the presence of the gondola. Best, Heather Lockie Zip Code 90031

## Communication from Public

**Name:** Neighborhood Council Sustainability Alliance  
**Date Submitted:** 11/11/2025 08:44 PM  
**Council File No:** 25-1295  
**Comments for Public Posting:** Please find attached letter from the Neighborhood Council Sustainability Alliance expressing opposition to the Dodger Stadium gondola.



January 11, 2024

Re: Opposition to the Dodger Stadium gondola

Dear Los Angeles Metro Board and City Council

We at the Los Angeles Neighborhood Council Sustainability Alliance (LANCSA) voted to oppose the proposed gondola for numerous, diverse reasons:

1. The proposed gondola is reminiscent of the 1950s demolition of the historic Chavez Ravine neighborhoods and evictions of the long-time resident Mexican-American families. Thanks to the [Los Angeles Times](#), we know that this is not about Frank McCourt wanting to make it easier for people to get to Dodgers games. [McCourt still owns a 50% stake in the parking lots surrounding the stadium](#), and if a gondola services the area, the value of that property will likely increase. Hiding behind climate and traffic concerns when the end result will likely be an increase in traffic is not right. Developing the parking lot for housing might not be a bad thing, and in fact might be a good thing, but the sleight of hand involving the very ravine where people were already misled by their government, which led to displacement, is not right. We agree with Stop the Gondola and others that an environmental impact report solely about the gondola when we know that this is about the larger development is disingenuous and improper.

2. Although many of us love gondolas, we remain unconvinced that this gondola is appropriate for this situation. Stadiums are just about the worst use-case for gondolas, since everyone arrives within a short window and leaves at once when the game ends. Gondolas are not appropriate for surge events; rather, they are more appropriate for transporting people slowly over long periods of time across difficult topographies. Gondolas' low-but-steady capacity is a mismatch, and will not be effective public transit for the stadium. Unless the aforementioned development happened, we are concerned that this gondola would be of very limited use, its cost greatly outweighing its utility. 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 neighborhoods.

3. There are no financial guarantees, and we have not seen a funding plan or feasibility study. If Zero Emissions Transit went bankrupt, we taxpayers could be forced to bail out this project.

4. For some, parks are a place for quiet, and the constant noise and moving cabins could disturb the tranquility, while the cables would disturb the view. This seems particularly problematic given that this park is relatively new in an area with limited access to green space—it feels to many that the community just got this park, and already the government is taking parts of it away.

5. Many trees would be cut down in the park, and the replacement trees would take years to grow to the same height in an area that is traditionally park-poor. Los Angeles already has a significant deficit of urban tree canopy, which is vital to our ecosystems for mitigating the urban heat island effect, improving air quality, reducing stormwater runoff, and capturing carbon in an ever-warming climate. Even if all of the trees are replaced, trees need decades before they are large and mature enough to serve as effective carbon sinks, decades that our climate doesn't have. We need to try to preserve existing trees.

6. Our city is in desperate need of deep investment in pervasive public transit and active transportation infrastructure, such as bus, light rail, bike lanes, etc. The time and investment into something that would only serve tourists and people attending private events runs afoul of the purpose of public transit, which is to provide a public good for the community. The gondola would not provide *public transportation* as is generally understood, as the tickets would likely be priced far higher than tickets on the Metro, and would only provide access to a private stadium.

7. We have learned about several other ideas to help people get to the stadium (which is only .6 mile from the Chinatown Metro station!), and are not satisfied that other much less expensive and invasive options were sufficiently explored in the environmental impact report, including expansion of the Dodger Stadium Express and [an expanded park-and-ride system](#). The operational issues associated with either strike us as fewer than those associated with construction and maintenance of the gondola.

8. Lastly, the existence of the neighborhood council system and the LANCSA is premised on the importance of civic engagement. Metro's/Zero Emissions Transit's outreach and engagement opportunities were, in our opinion, very limited and constrained. We invited both Zero Emissions Transit and Stop the Gondola to participate in a forum designed to allow them to present their respective cases and engage in a conversation, and at the last minute Zero Emissions Transit withdrew their participation, which ultimately was the reason some of us rejected this proposal. It became clear that Zero Emissions Transit/Aerial Rapid Transit Technologies, LLC do not believe their project has the merits to stand on its own or stand up to our scrutiny.

We would have loved to discuss our questions and concerns with supporters of the gondola, but, of course, we did not have that opportunity.

Thank you,

A handwritten signature in black ink that reads "Lisa Hart". The signature is written in a cursive, flowing style.

Lisa Hart  
Executive Director

Cc:

David Grannis, Director, Zero Emissions Transit  
Suja Lowenthal, Board Chair, Zero Emissions Transit  
Lucinda Starrett, Board Member, Zero Emissions Transit  
Jonathan Parfrey, Executive Director, Climate Resolve  
Jordan Lang, President, McCourt Partners  
Jennifer Rivera, Senior Vice President, McCourt Partners  
Cris Liban, Chief Sustainability Officer, Metro  
Laura Rubio-Cornejo, General Manager, LADOT  
Cory Zelmer, Deputy Executive Officer, Metro  
Randall Winston, Deputy Mayor of Infrastructure to Mayor Karen Bass  
Tina Backstrom, Senior Director of Transportation for Mayor Bass  
Armando Quintero, Director, California Department of Parks and Recreation  
Phil Ginsburg, Chairperson, California State Park and Recreation Commission  
Francesca Victor, Vice Chairperson, California State Park and Recreation Commission  
Sara Barth, Commissioner, California State Park and Recreation Commission  
Danny Bakewell Sr, Commissioner, California State Park and Recreation Commission  
Christina Jaromay, Commissioner, California State Park and Recreation Commission  
Jeff Williams, Commissioner, California State Park and Recreation Commission  
Historic Cultural North Neighborhood Council board members  
Stop the Gondola

## Communication from Public

**Name:** Philip H

**Date Submitted:** 11/12/2025 09:11 AM

**Council File No:** 25-1295

**Comments for Public Posting:** Hi, my name is Philip H, and I'm a supporter of Chinatown. I've previously have lived, worked and continue to support an equitable and just Chinatown. I'm OPPOSED to the gondola project for many reasons: the lack of a funding plan, don't trust Frank McCourt, who's not paying for the project, just the approvals process, the hundreds of trees it would cut down, the massive stations it would put in our historic neighborhoods and LA State Historic Park, It's an overpriced, impractical tourist gimmick that won't get people out of their cars. It would just shift more people to park in our neighborhoods and turn Chinatown and Olvera Street into Dodger Stadium's parking lot. In terms of the supplemental EIR, the noise analysis was vague and assumed that residents wouldn't want to go through steps to mitigate construction noise impacts. What the report should have done is provide enough information to allow residents to make that choice for themselves – instead of letting the developer make that choice for them. In terms of this process, having only this one Zoom meeting for public comment excludes many residents who would be impacted from actually participating. It's also wrong of Metro to limit comment only to the contents of the supplemental EIR. The overall EIR is still flawed. It doesn't address development of the Dodger Stadium parking lots, which is foreseeable. It defers mitigation of impacts to LA State Historic Park, and it doesn't have any analysis of privacy impacts. I support the no-build option for the gondola. Instead, we need real, common sense transit solutions: expand the Dodger Stadium Express, make sure the bus lanes are maintained after the games, and improve pedestrian and bicycle access. This gondola is a distraction and a waste of everyone's time. Thank you. Philip

## **Communication from Public**

**Name:**

**Date Submitted:** 11/11/2025 03:59 PM

**Council File No:** 25-1295

**Comments for Public Posting:** Letter attached



Zero Emissions Transit

November 11, 2025

Los Angeles City Council  
200 N. Spring Street  
Los Angeles, CA 90012

**Re: Councilmembers Hernandez's & Jurado's Resolution Concerning the LA ART Project**

Dear Honorable Members of the Los Angeles City Council,

As Board members and on behalf of our nonprofit, **Zero Emissions Transit**, we write to respectfully urge the Council to review both the circumstances and the facts regarding the Los Angeles Aerial Rapid Transit (LA ART) project before considering the resolution introduced by Councilmembers Hernandez and Jurado. While we share the Councilmembers commitment to transparency and community engagement, the resolution as presented includes a number of serious inaccuracies and misleading claims about the project and its impacts. Furthermore, it completely ignores transformative progress secured by Supervisor Hilda Solis, which includes a revolving loan fund and business support programs, commitments to local hiring and apprenticeship programs in the community, incubators for small immigrant-owned businesses, and cultural preservation funds.

We believe it is vital that Council deliberations are informed by the verified data included in the project's Environmental Impact Report (EIR), as independently reviewed and validated by METRO and other agencies. Below, we would like to address several of the most significant inaccuracies in the Councilmember's resolution:

**Claim: "Many of the residents living directly beneath the proposed line are low-income seniors and longtime immigrant families, including those at the 122-unit Chinatown Metro Apartments."**

**Fact:** This is false. The Metro-approved route does **not pass over** the Chinatown Metro Apartments.

- The project doesn't fly over any residential properties or units other than a single property that is owned by the project. There are already future accommodations planned for those in that single property, which again is owned by the project. Additionally, the approved route goes along on the very slim southeastern edge of the park.
- There is also a claim that the gondola would operate as low as 40 feet above homes – again, the Metro-approved route does not pass over any residential properties or units other than the single property owned by the project mentioned above.

525 S. Hewitt Street  
Los Angeles, CA 90013



**Claim: A UCLA Mobility Lab analysis found the gondola would reduce traffic by less than 1 % and offer no meaningful transit benefit.**

**Fact:** While that study was cited, it is publicly acknowledged to have significant data-quality issues.

- Upon learning of the bad data, UCLA and the researchers issued a public correction after discovering biased data supplied by individuals affiliated with project opposition groups. The public statement retracting their conclusion reads in part: *“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.”*

**Claim: “This gondola is not a public transit solution.”**

**Fact:** The gondola is planned to operate **365 days per year**, providing zero-emission aerial transit connecting Union Station, Chinatown, and Dodger Stadium, and is supported by multiple community stakeholders including educational institutions. Here’s a snapshot of the traffic impact:

- Zero Emissions
- 1 Mile Distance
- 7 Minute Ride
- 5,000 passengers per hour per direction – the equivalent of running 77 buses per hour loading to full capacity in 53 seconds
- Local residents and employees close to the project and Dodger ticket holders can ride the gondola at no cost
- Reduced transportation-related pollution and greenhouse gas (GHG) emissions, over 150,000 metric tons during its lifetime

**Claim: The project would permanently remove more than 160 trees.**

**Fact:** This statement is misleading. The majority of the trees are located along the A Line corridor and adjacent roads on the edge of the park. Further, the project includes a commitment for replacement at a minimum 4-to-1 ratio for “heritage” trees (per Metro policy).

- To be clear – that means that this project would result in adding a net total of 480 trees and replace 160 trees if they are temporarily removed.

**Claim: “Our communities have said loudly and clearly that they do not want [this] project...”**

**Fact:** The record shows broad support: many comments during the EIR public comment period supported the project; the project has substantial institutional and community support from environmental, labor, business and local organizations. Polling shows a majority of county residents support the project. Supporters include:

- Chinese American Museum
- William Mead Homes Association
- Coalition for Clean Air
- Breathe Southern California
- FASTLinkDTLA
- Los Angeles and Orange County Building Trades
- Los Angeles County Business Federation (BizFed)
- Los Angeles Chamber of Commerce
- LA Latino Chamber of Commerce

- Greater Los Angeles African American Chamber of Commerce (GLAAACC)
- Central City Association
- Climate Resolve
- Healthy Air Alliance

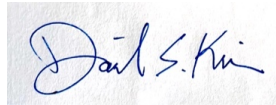
This project represents an innovative step toward zero-emission urban mobility while connecting communities to opportunity. We urge the Council to weigh the verified data and the overwhelming community and institutional support before making a decision that could delay or derail this transformative initiative, harming a vital neighborhood in our city.

Thank you for your leadership and for your commitment to a cleaner, more connected Los Angeles. We stand ready to provide any additional documentation or analysis the Council may require.

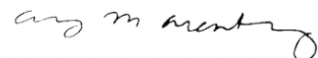
Sincerely,  
Board of Directors  
Zero Emissions Transit



Suja Lowenthal



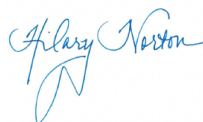
David S. Kim



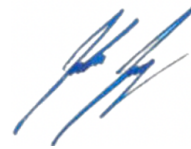
Amy Arentowicz



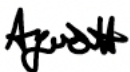
Dr. Marc Futernick



Hilary Norton



Jordan Lang



Dr. Felix Aguilar

## Communication from Public

**Name:** Juan P Terrazas Esquivel

**Date Submitted:** 11/11/2025 09:12 AM

**Council File No:** 25-1295

**Comments for Public Posting:** I'm against the gondola. I believe it will be an eye sore to the city. The views of this area should be left as they are. It will also be waste of money. We can use what ever money is invested in a other programs to assist people in need.

## Communication from Public

**Name:** CALVIN LO

**Date Submitted:** 11/11/2025 09:14 AM

**Council File No:** 25-1295

**Comments for Public Posting:** Please no gondola. We don't need negative impact it will have on the surrounding community and the Historic State park. And certainly don't need to further enrich the McCourt family.

## Communication from Public

**Name:** Tany Ling

**Date Submitted:** 11/11/2025 10:04 AM

**Council File No:** 25-1295

**Comments for Public Posting:** Dear City Council Members, Please support the resolution put forth by CM Hernandez and seconded by CMs Jurado and Soto-Martinez to oppose the draft SEIR for the gondola. Please send a message to Metro that there are better solutions that can help both Dodger fans and the communities and businesses surrounding the stadium. Over 10,000 people have signed the Stop The Gondola petition because they want to protect our State Park and our local business owners and residents. 3,892 of those petition signatures were gathered in person and on paper in just the last 22 months, which means that in under 2 years my fellow volunteers and I have had nearly 4,000 meaningful conversations with constituents, many of whom are Dodger fans, who see this as an unnecessary and ineffective project. Please contact me if you would like to review the thousands of petition signatures.  
Sincerely, Tany Ling tany.ling@gmail.com

## Communication from Public

**Name:** Amanda Stemen, Parks Chair, Sierra Club Angeles Chapter Central Group

**Date Submitted:** 11/11/2025 12:15 PM

**Council File No:** 25-1295

**Comments for Public Posting:** On behalf of the Sierra Club Angeles Chapter and Central Group, please support City Councilmembers Hernandez, Jurado, and Soto-Martinez's resolution recommending opposition to the Gondola project and asking Metro to oppose the readoption of the Final EIR. The Councilmembers, as well as the Sierra Club Angeles Chapter and Central Group are opposed to the project due to the harmful impact this project would have on their constituents and communities, as well as the natural environment. There are better green transportation alternatives, and the city is now studying them. Please trust the local elected officials' judgment on what's best for their communities and vote yes on their resolution. Thank you!

## Communication from Public

**Name:** Justin Burrlll

**Date Submitted:** 11/11/2025 10:00 PM

**Council File No:** 25-1295

**Comments for Public Posting:** The Gondola is a completely unnecessary project that is unwanted by the community. It will be a wasteful inconvenience for the city, especially the local neighbor hoods. It's only real purpose is as an attraction for Frank McCourt's Dodger Stadium adjacent developments. If the goal is really to provide transportation to and from Dodger Stadium and Union Station, improving the shuttle bus system would be a much more effective and efficient solution.