

Subject: General Public Comment on the LA ART Gondola/LA State Historic Park GPA - CA State Park and Recreation Commission Meeting, December 17, 2025

Dear California State Park and Recreation Commission and CA State Park Staff,

My name is Phyllis Ling. I'm a Chinatown resident by the proposed LA ART gondola, and former Chair of the Historic Cultural North Neighborhood Council. I'm also founder and volunteer with Stop The Gondola.

Attached are images of the proposed LA ART gondola to Dodger Stadium and LA State Historic Park that I hope will help guide you and inform your decision-making as it relates to a general plan amendment for LA State Historic Park. Many of the images are from the EIR for the gondola project. I think these images could help you in evaluating the impacts of the project to a park that was considered a huge environmental justice victory when it was approved and opened.

I also included the one page summary of the costs and financing of the project – the only public information available as to how the project would be funded – to make the point that this project still has no actual funding plan. There is only the concept of a plan to fund the project through tourist fares and sponsorships (i.e. naming rights and advertising). If the project itself isn't financially viable, who would pay for the “community benefits” that are often bandied about as reason to allow a private developer's “transit” project to invade public park land?

Please put the interests of ordinary people before a billionaire real estate speculator. Our public spaces, like LA State Historic Park, must not be used for private gain. El Pueblo State Historic Park, which is home to the birthplace of the City of LA, needs protections from this highly invasive and destructive gondola project as well. When the time comes, I urge you to take a strong stand against this project.

Sincerely,

Phyllis Ling



Figure 1. Zoomed in image from the EIR of gondola cabin flying 26 feet directly over people on a popular hill at LA State Historic Park. Families often sit here and fly kites, play ball with kids, and roll down the hill. Text and arrows in yellow added to EIR image.

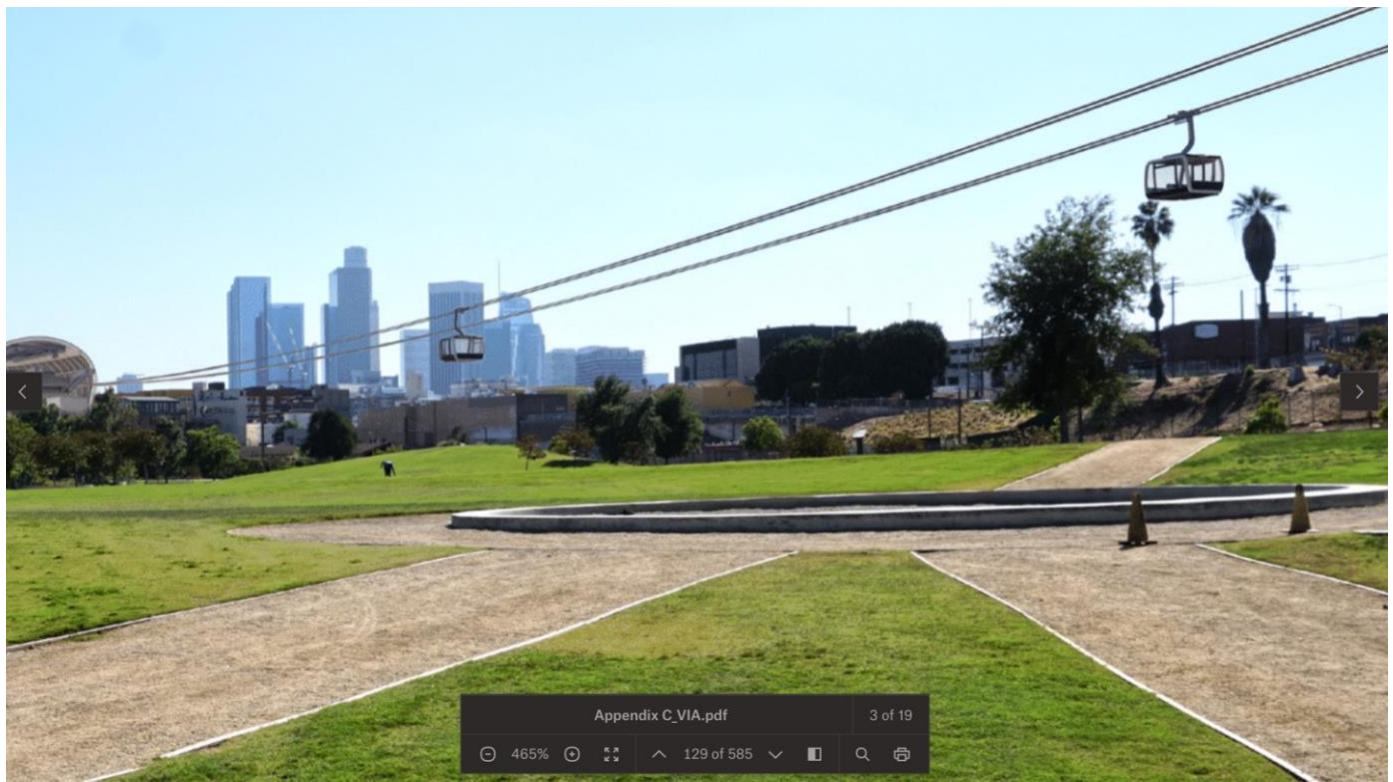


Figure 2. Image from EIR showing the low path of the proposed LA ART Gondola over LA State Historic Park.

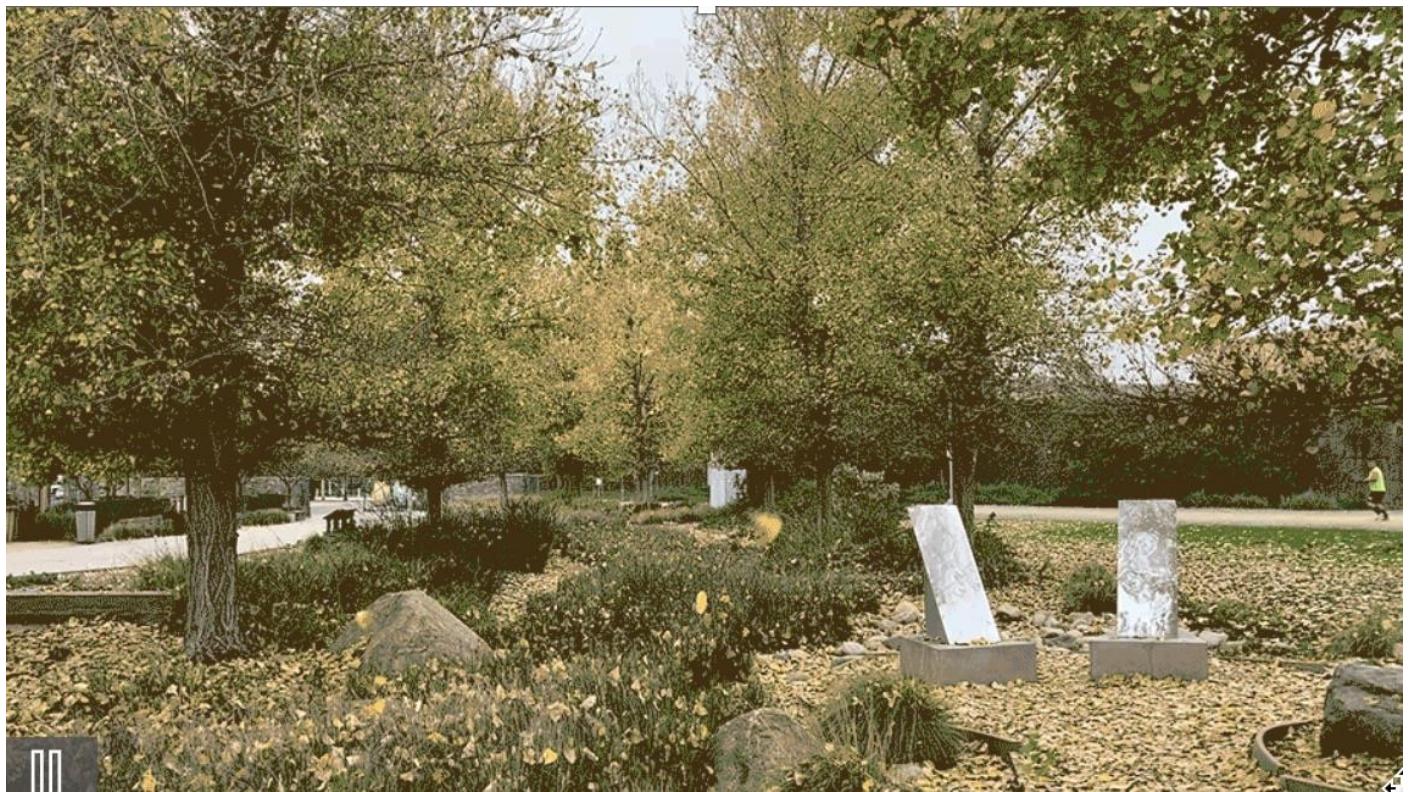


Figure 3. Photo - View of the grove of cottonwood trees inside the entrance of LA State Historic Park that would be removed for the LA ART gondola. (Looking south)



Figure 4. Path of gondola route over LA State Historic Park. It is over prime greenspace; not over the “edge” of the park as falsely asserted repeatedly in the EIR. The route is NOT mostly over the “fire lane” or the walking path at the edge of the park. The gondola route is also not mostly over the Metro Rail tracks (which are just to the left of the fire lane/walking path shown), which is a claim often made by gondola proponents.



Figure 5. Photo - view (looking south) from inside the southern end of LA State Historic Park. Restrooms would be built over the existing walkway. The new walkway would be narrowed and built to the left. The 98 ft tall gondola station would be built behind the row of ~50ft tall cottonwood trees, which would be removed.



Figure 6. Zoomed in image from the EIR of the 98 ft tall gondola station at LA State Historic Park.
(View looking north, toward the southern entrance of the park.)



Figure 7. Image from the EIR of gondola station as one approaches the entrance of LA State Historic Park with naming rights signage/examples proposed by Stop The Gondola, using the layout proposed in the EIR.



r/Dodgers · 5 mo. ago
Dodger_Dawg

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New Pantone294/Frank McCourt gondola collab just dropped.



Figure 8. Image of gondola cabin decorated with advertising. Note: The Pantone 294 Fan Group has a controversial reputation among Dodgers fans.



Figure 9. Gondola stations would loom large over LA State Historic Park. 98ft tall Chinatown/State Park Station (left) and 98ft tall Broadway Junction(right). Rendering of the gondola stations were created by LA Parks Alliance and then overlayed on to a view of LA State Historic Park from Google Earth Pro. Noise impacts from construction and operations were not adequately addressed in EIR.



Figure 10. Views from the courtyard of Avila Adobe, Historic Landmark on Olvera Street, built in 1818. The LAART Gondola's Alameda Station would sit next to Avila Adobe. LED billboards would be mounted inside the station canopy, which is a porous, perforated metal.



Figure 11. Rendering from Final EIR of the proposed Alameda Station, which would sit steps away from Avila Adobe, Historic Landmark on Olvera Street at El Pueblo State Historic Park.

Section 4.0 | Costs and Financing

4.1 INTRODUCTION

This section summarizes the capital, operating, and maintenance costs and planned sources of funding for the proposed Project. This analysis is intended to assist the lead agency and responsible agencies, as well as stakeholders and the general public, in understanding the costs of the proposed Project, as well as proposed funding sources.

4.2 COSTS AND FUNDING

This section presents the cost of the proposed Project as well as the proposed funding and financing sources for the proposed Project. The capital costs for the proposed Project are presented in 2021 dollars.

4.2.1 Capital Costs

Capital cost estimates for the proposed Project are based on conceptual engineering drawings. Further technical refinements to the proposed Project and the potential selection of alternative designs during the approval process may impact capital costs. The capital costs are estimated at \$385 - 500 million. Construction of the proposed Project assumes prevailing wages pursuant to a Project Labor Agreement.

Table 4-1 Capital Cost Estimates for the Proposed Project

Cost Category	Cost Estimate
Construction	\$275 – 325 million
Gondola System Equipment and Cabins	\$75 - 100 million
Soft Costs	\$15 – 25 million
Contingency	\$20 - 50 million
Total	\$385 - 500 million

4.2.2 Operating and Maintenance Costs

Based upon the proposed service levels, the proposed Project operations and maintenance costs are projected at approximately \$8 - 10 million per year (inclusive of capital reserve funds). Operation and maintenance costs are proposed to be fully funded out of Project revenues. Operations and maintenance costs assume prevailing wages. These costs are estimated in 2021 dollars.

4.2.3 Capital Funding Sources

The primary source of capital funding for the proposed Project would be bond financing serviced by revenue from the proposed Project. The revenue available for bond servicing is net of the costs of operation and maintenance costs represented in the above section. The primary sources of revenue for the proposed Project are farebox revenues and naming rights sponsorship revenue,¹ after which operating costs are deducted. The bond financing for the proposed Project assumes the independent credit rating of the proposed Project. The proposed Project is not seeking Metro funding. In addition, no other sources of public funding have been sought or committed to the proposed Project.

¹ Refer to Topical Response K, Signage and Lighting.

Figure 12. The “Costs and Financing” Section from the Final EIR of the LA ART Gondola Project. This is the only public information regarding the costs of the project. There is still no credible funding plan with line items that we can check. Only this document with broad categories of costs and all dollar figures in 2021 dollars.