

Dear State Parks Commissioners and Staff,

I am a resident and founder of Stop The Gondola opposed to the proposed LA ART gondola to Dodger Stadium. This gondola project has no place at LA State Historic Park. California State Parks must do the right thing and reject any general plan amendment that would impose such as massive development on a park that our communities fought for decades to make a reality.

The gondola would serve no public good, but rather, be a giveaway of public land to a private developer. There is already mass transit access to LA State Historic Park via the Metro A Line (formerly the Metro Gold Line) rail station, which is a 2-minute walk away. There is no need to place a new 98ft tall concrete and steel gondola structure at the entrance of our park that would be covered in naming rights advertising.

The trees that the gondola proponents claim will be replaced 4-to-1 would be replaced with much smaller 15-gallon tree specimens, according the LA ART project's EIR. 15-gallon trees are approximately 1" in trunk diameter so it could take 10, 15 or more years for these trees to mature. Even at full maturity, these "replacement trees" would be much smaller in order to not interfere with the low flight path of the gondola over the park, according to the images released by state parks staff last month showing draft GPA options. Therefore, replacement at 4-to-1 with much smaller trees would never come close to replacing the lost tree canopy.

The very large trees that are thriving at the southern entrance of our park provide a grand yet calm sense of arrival for people entering the park on foot or via transit. When there are school field trips, children play in this area running through the large trees in the mini "forest" in our urban park. These trees, with their massive root systems can only thrive on park land. They can't be planted in our neighborhoods where their roots would buckle roads and sidewalks. And so, to cut them down in our park and replace them with small trees that could be planted anywhere else in the city is a huge injustice and gross misuse of our public land.

There is simply no way to incorporate the gondola project into the park without grave sacrifices that would forever destroy the credibility of California State Parks as responsible stewards of our public land. Approving such a massive development project would set a terrible precedent for all state parks under your stewardship. Please do the right thing and reject any a general plan that would add the LA ART gondola to LA State Historic Park.

The following pages include images that I hope convey the drastic changes that you would be authorizing if you approve the draft general plan amendment for LA State Historic Park.

Thank you,

Phyllis Ling

Los Angeles, CA 90012

Current sense of arrival at LA State Historic Park with NO gondola: open space, wide walkways, large trees, calm.

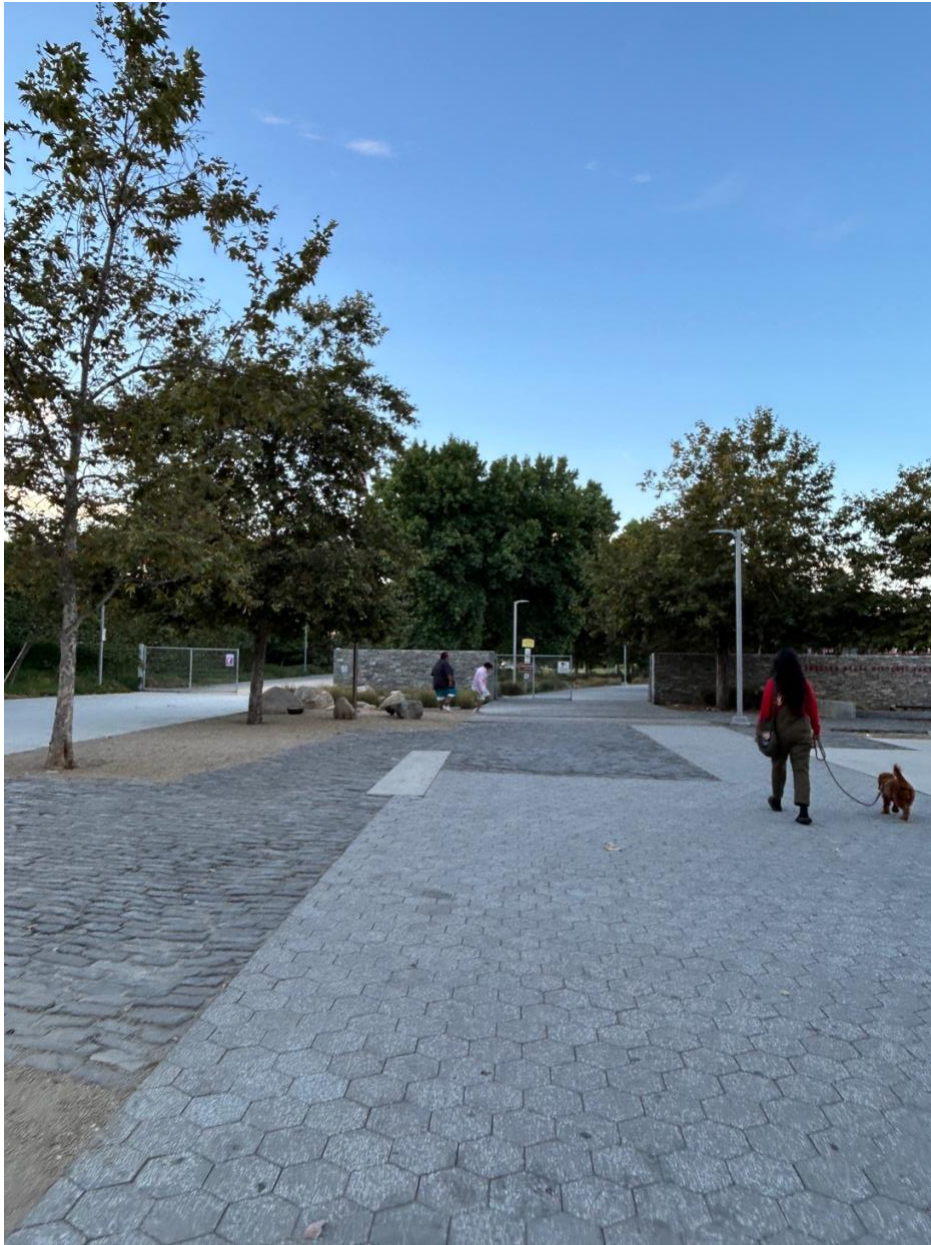


Figure 1.



Figure 2

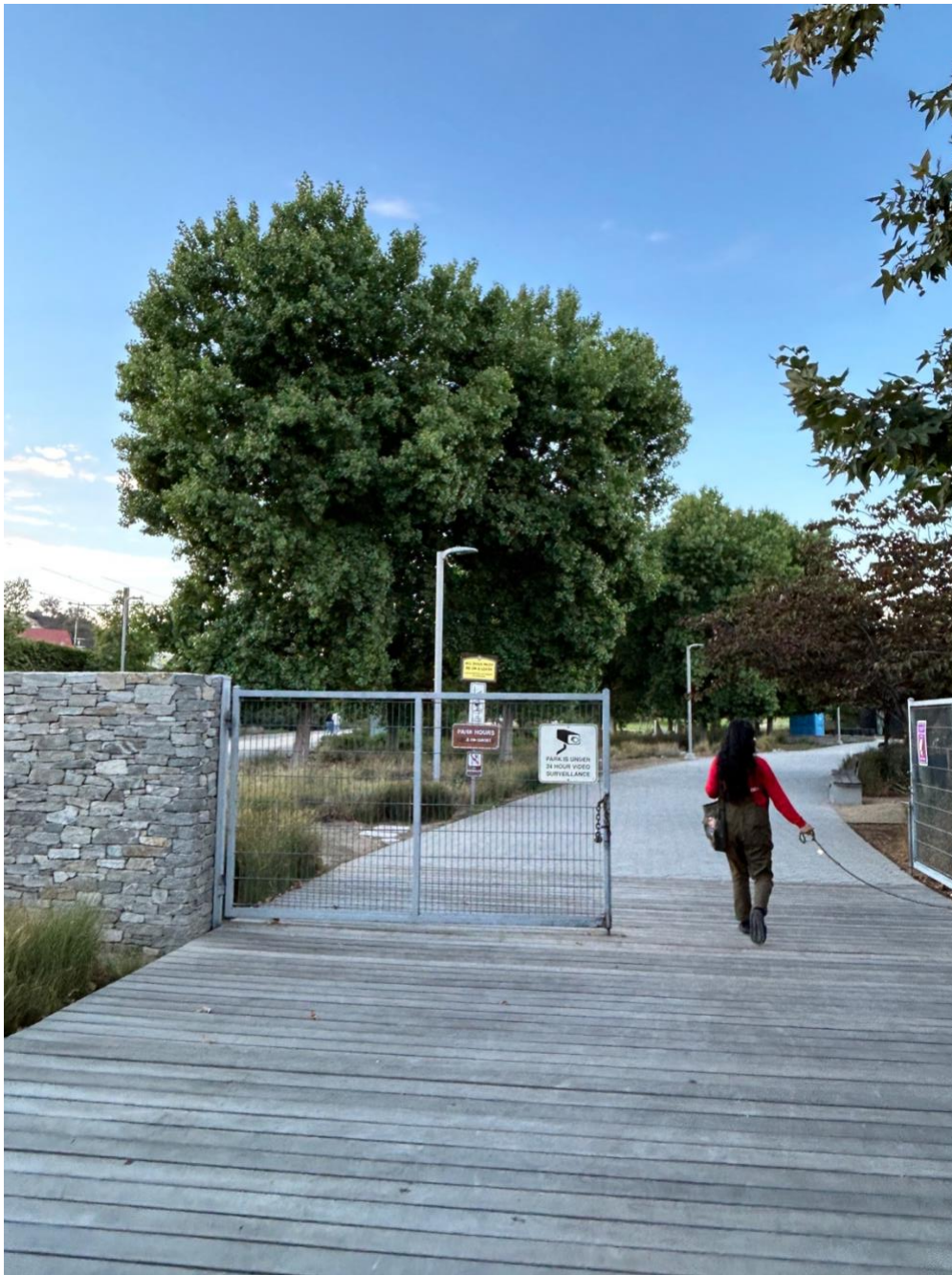


Figure 3

Three images (Figures 1 through 3) showing a person walking into the southern entrance of LA State Historic Park with a dog. The walkways are wide and there are trees in the background. All of these trees would be removed to build the LA ART gondola project in LA State Historic Park.



Figures 4 and 5

Two images (Figures 4 and 5) showing large trees, full of green leaves and full tree canopy, inside the entrance of LA State Historic Park. All of these trees would be removed to build the LA ART gondola project in LA State Historic Park.

Sense of arrival at LA State Historic Park if the gondola is built: crowded and chaotic with intense development and heavy machinery.

If the LA ART gondola is built, the sense of arrival into the calm and welcoming openspace of LA State Historic Park would be destroyed not only by the removal of all of the trees at the entrance of the park, but also by the 98ft tall concrete and steel gondola station covered in naming rights and advertising. In addition, there would also be station noise from the machinery in the station (which would continuously circulate 5-ton gondola cabins through the structure), lines, crowds, and vehicle traffic from rideshare users, which are not shown in these images.



Figure 6

Rendering from the LA ART Project EIR showing the gondola station at the entrance of LA State Historic Park (from Appendix C, Visual Impact Analysis).



Figure 7



Figure 8



Figure 9



Figure 10

Figures 7-10

Four renderings (Figures 7 through 10) show examples of naming rights signage on the Chinatown/LA State Historic Park gondola station according to the layout specified in the LAART project EIR. Figure 7 is taken directly from the LA ART project EIR. Figures 8 through 10 are examples of hypothetical naming rights sponsor signage superimposed on the station.