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Mayor Eric Garcetti  
City Hall Room 303  
200 N. Spring Street  
Los Angeles, CA 90012

September 27, 2020

Argyle Civic Assn.  
Beachwood Canyon NA  
Bel-Air Assn.  
Bel-Air Hills Assn.  
Bel Air Knolls Property Owners  
Bel Air Skycrest Property Owners  
Benedict Canyon Association  
Brentwood Hills Homeowners  
Brentwood Residents Coalition  
Cahuenga Pass Property Owners  
Canyon Back Alliance  
Crests Neighborhood Assn.  
Dixie Canyon Assn.  
Doheny-Sunset Plaza NA  
Franklin /Hollywood West Residents  
Franklin Hills Residents Assn.  
Highlands Owners Assn.  
Hollywood Dell Civic Assn.  
Hollywood Heights Assn.  
Hollywoodland HOA  
Holmby Hills Homeowners Assn.  
Kagel Canyon Civic Assn.  
Lake Hollywood HOA  
Laurel Canyon Assn.  
LFIA (Los Feliz)  
Mt. Olympus Property Owners  
Mt. Washington Homeowners All.  
Nichols Canyon NA  
N. Beverly Dr./Franklin Canyon  
Oak Forest Canyon HOA  
Oaks Homeowners Assn.  
Outpost Estates HOA  
Residents of Beverly Glen  
Save Coldwater Canyon!  
Shadow Hills POA  
Sherman Oaks HOA  
Silver Lake Heritage Trust  
Studio City Residents Assn.  
Sunset Hills HOA  
Tarzana POA  
Torreyson Flynn Assn.  
Upper Mandeville Canyon Assn.  
Upper Nichols Canyon NA  
Whitley Heights Civic Assn.

Re: **Aerial Tram in Griffith Park - Oppose**

Dear Mayor Garcetti,

The Federation of Hillside and Canyon Associates, Inc., founded in 1952 and representing 44 resident and homeowner associations with approximately 250,000 constituents spanning the Santa Monica Mountains, reviewed and discussed the proposed aerial tram routes in Griffith Park at its meeting of September 15. The Federation voted unanimously to oppose not only the presented routes, but also any aerial tram within Griffith Park.

The mission of the Hillside Federation is "...to encourage and promote those policies and programs which will best preserve the natural topography and wildlife of the mountains and hillsides for the benefit of all the people of Los Angeles." Proposing the introduction of an aerial tram within the heart of the urban wilderness of Griffith Park is the antithesis of the Federation's mission.

The proposal also contradicts the *Vision for Griffith Park* you signed in 2014 and would be an affront to the designation of Griffith Park as a Historic-Cultural Monument (Griffith Park was designated HCM No. 942 on January 27, 2009). Your vision statement and the HCM designation both recognize the importance of maintaining the integrity of the urban wilderness of Griffith Park.

The *Vision* also stresses not displacing current park users. Proposed Route 1 calls for a parking structure on Martinez Area and would eject equestrians. Proposed Route 2 would depart from the north end of the LA Zoo parking lot, an area the engineering firm Stantec described as "underutilized." The firm clearly did not visit the zoo on a weekend, when Caltrans electronic signs routinely announce congested traffic at the Zoo Drive exit from the I-5 freeway. Proposed Route 3 would eliminate the highly-regarded LAUSD Zoo Magnet School (misabeled a "center" rather than a school in the feasibility document). The analysis fails to recognize even the existence of adjacent Griffith Observatory Satellite where acclaimed planetarium programs are prepared.

The last mile of each proposed route would traverse pristine canyons. Tram towers built atop prominent ridgelines, undisturbed by humans for millennia, would become construction sites with tons of steel and concrete. Rare flora and fauna would be trampled or removed. Gondola cars, in some cases swinging overhead just 17 feet above the trail, would be unpleasant for trail users seeking refuge from nearby urban life, and could be disastrous for equestrians.

CHAIRS EMERITI  
Shirley Cohen  
Patricia Bell Hearst  
Alan Kishbaugh  
Steve Twining  
CHAIRS IN MEMORIAM  
Jerome C. Daniel  
Brian Moore  
Gordon Murley  
Polly Ward

Horses could easily be spooked by catching a glimpse of the shiny gondolas overhead and throw their riders.

The concept of an aerial tram violates Col. Griffith's vision when he gifted the land to the city for a park in 1896. Griffith was prescient. He recognized that the little town of Los Angeles would grow into a great metropolis. He had seen the misery and despair in the tenements of New York and wanted to provide people with a safety valve. Griffith Park was to be a place where people could escape the pressures of urban life and enjoy the "healing powers of nature." These healing powers are even more important today with the COVID-19 shutdowns impacting our City's residents, especially poor and BIPOC communities, which are grossly underserved by inadequate public parkland. Griffith Park's hiking trails are filled every weekend with people seeking the healing power of *nature*, not views of shiny gondolas they can't afford that spoil the natural beauty within the park.

The aerial tram would also undermine the laudable environmental vision of your Green New Deal, Sustainable City pLAn. Tearing up open space, destroying habitat and chaparral, and ruining natural views from historic hiking multi-use trails will not assist in reversing climate change.

Moreover, the purported goal of the aerial tram is to reduce traffic congestion around the Hollywood Sign, yet Stantec presents no evidence that the tram would reduce traffic at all. Indeed, the aerial tram, essentially a new amusement park ride, is most likely to attract even *more* people to the park.

With the city facing huge revenue losses due to COVID-19 shutdowns, causing furloughed city employees and staff cuts, how is it possible to justify \$100-140M for an aerial tram for tourists? Even if the city were flush with cash, the project is inappropriate; under current circumstances it is preposterous.

The Hillside Federation urges you to stop this ill-conceived project. The City should gracefully terminate the aerial tram and let it fade quickly and quietly into the sunset.

Sincerely,

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

Charley Mims

cc: City Council, Mike Shull, Darryl Ford