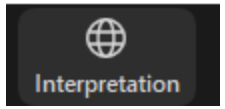
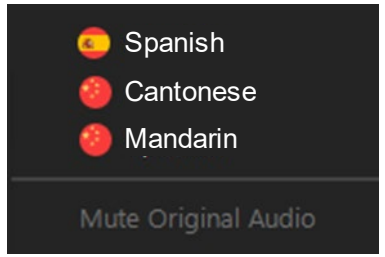
Los Angeles Aerial Rapid Transit Project
Draft EIR Informational Workshop

October 22, 2022

Language Accommodations (Adaptaciones lingüísticas / 語言選項 / 语言选项)





Click on the interpretation button.

Select Spanish, Cantonese, or Mandarin.

You are welcome to download a translated version of the Presentation at metro.net/aerialrapidtransit

Español

Presiona el botón que dice “Interpretation”

Selecciona Español, Cantonés, o Mandarín.

La versión traducida de esta presentación puede ser descargada en: metro.net/aerialrapidtransit

繁體中文

點擊翻譯鍵

選擇西班牙語或中文

歡迎您在 metro.net/aerialrapidtransit 下載總結文稿的翻譯版本

简体中文

点击翻译键

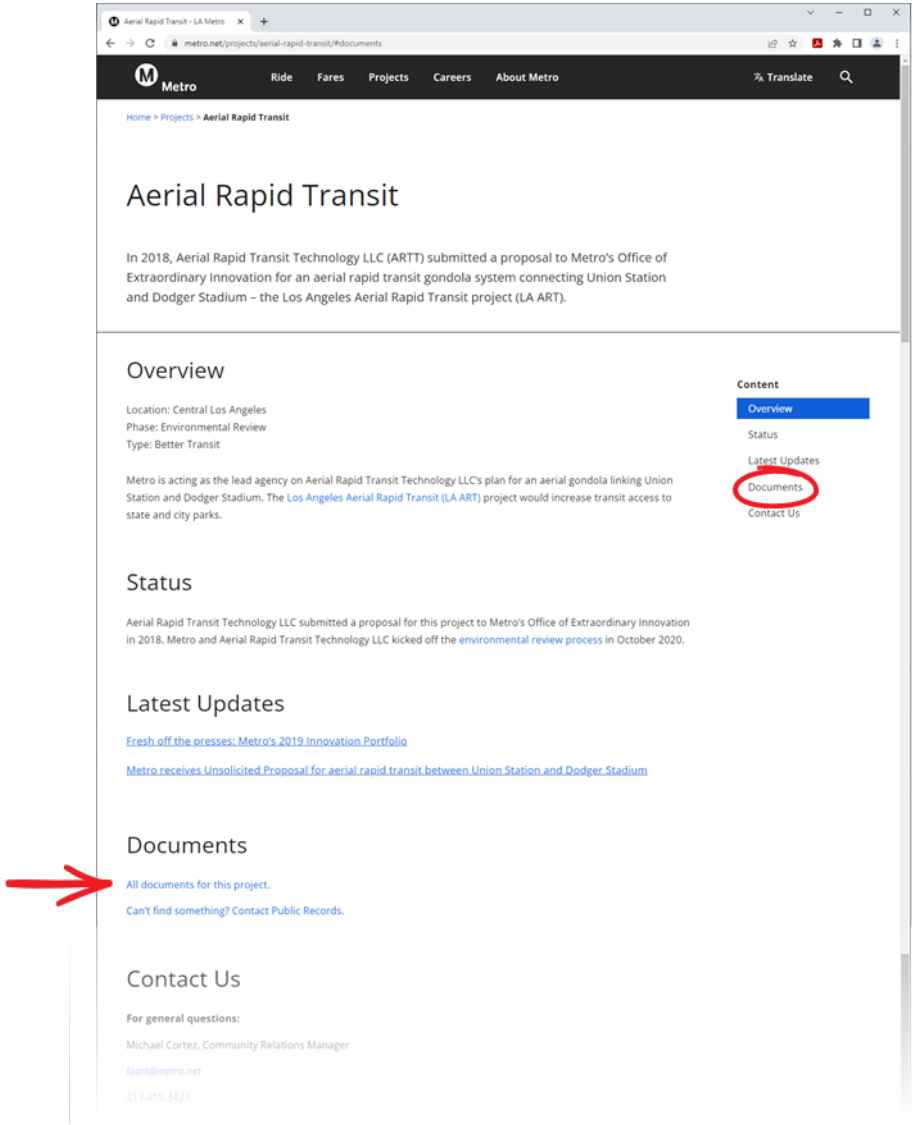
选择西班牙语或中文

欢迎您在 metro.net/aerialrapidtransit 下载总结文稿的翻译版本

View the Presentations

Learn More and View the Presentations

metro.net/aerialrapidtransit



Welcome
Bienvenidos
歡迎
欢迎

Agenda

1. Purpose of Meeting
2. How to Participate in this Virtual Meeting
3. Overview
4. CEQA Process Overview
5. LA ART Project Overview
6. Draft EIR Key Analyses and Conclusions
7. Question & Answer Session

For assistance with Zoom: please email mary.nooristani@aecom.com or call (619) 251-9180

Purpose of the Meeting

PRESENT DRAFT EIR KEY ANALYSES AND CONCLUSIONS

QUESTION + ANSWER SESSION

California Environmental Quality Act (CEQA) Process

45-Day Scoping Period
October 1–November 16, 2020

60-Day Draft EIR Public Review
October 17–December 16, 2022

Metro Board of Directors Certification of Final EIR
2023

Ongoing Community Outreach

Two Informational Workshops

Two Public Hearings

WE ARE HERE

TODAY!

Learn about the Draft EIR's key analyses and conclusions and ask questions.

No public comments will be accepted today.

How to Participate in this Meeting

TODAY!

Learn about the Draft EIR's key analyses and conclusions and ask questions.

No public comments will be accepted today.

Q&A: Use the Q&A feature to type a question during the Question & Answer Session.

Overview

Overview

- The Los Angeles Aerial Rapid Transit Project is proposed by LA Aerial Rapid Transit Technologies LLC
- Metro is the lead agency in the preparation of an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA)
- The Draft EIR evaluates the potential environmental effects associated with construction and operation of the proposed Project

Overview

- As the lead agency, Metro has the responsibility to ensure that:
  - The EIR adequately assesses the potential project impacts
  - The proposed mitigation measures are appropriate
  - The CEQA process has been complied with for public notices, public outreach, and distribution of documents

Overview

- We are currently accepting public comments on the Draft EIR under CEQA
  - Public Hearings
  - Email
  - Mail
  - Phone
- Senate Bill 44
  - Provides CEQA litigation streamlining for “environmental leadership transit projects”Los Angeles County
  - The proposed Project will be the first environmental leadership transit project under Senate Bill 44
  - Public Hearing Requirements
    - **Informational Workshop: within the first 10 calendar days of the public comment period to inform the public about the Draft EIR’s key analyses and conclusions**
    - Public Hearing: within the last 10 calendar days of the public comment period to obtain public testimony

Overview of the California Environmental Quality Act (CEQA) Process

CEQA Process

- Required for all projects undertaken, funded, or requiring approval by a public agency
- Informs the public and decision makers
- Discloses potential environmental impacts resulting from a proposed project
- Provides the opportunity to comment on environmental issues
- Two public comment periods: Scoping Period and Draft EIR Public Review
- SB 44 requires two public meetings during Draft EIR Public Review: Informational Workshop and Public Hearing

Timeline

What is the Purpose of the Draft EIR?

The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required

Public Meetings During Draft EIR Public Review Period

Informational Workshops

Draft EIR Informational Workshop No. 1	Saturday, October 22	Virtual
Draft EIR Informational Workshop No. 2	Tuesday, October 25	In-Person

Metro will host two Informational Workshops to inform the public of the key analyses and conclusions in the Draft EIR

Public Hearings

Draft EIR Public Hearing No. 1	Saturday, December 10	In-Person
Metro EIR Public Hearing No. 2	Tuesday, December 13	Virtual

Metro will host two Public Hearings to take public comment on the Draft EIR

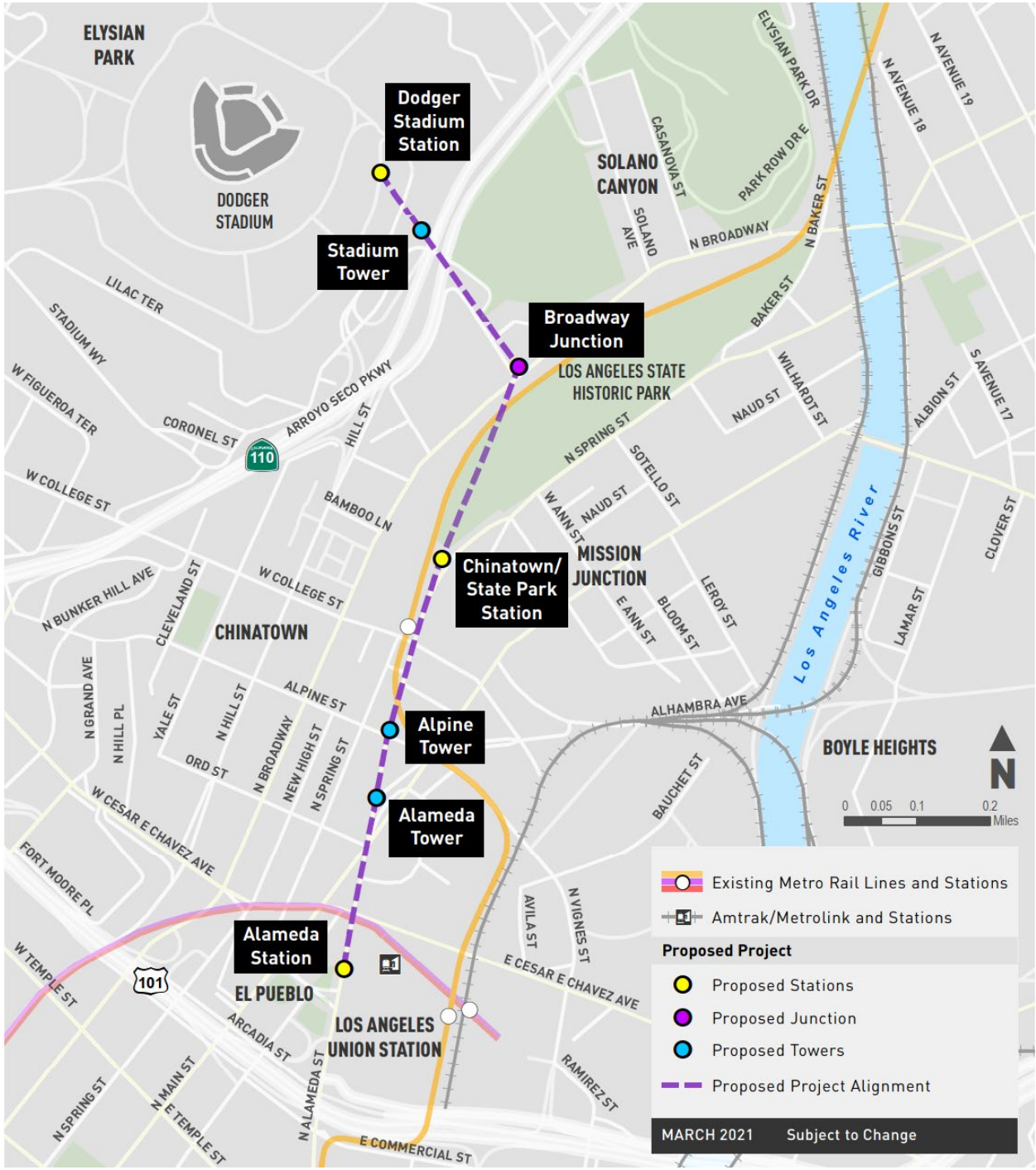
Project Description

Project Overview

- Provide a permanent transit connection from Los Angeles Union Station (LAUS) to the Dodger Stadium property via a 1.2-mile aerial gondola system
  - Travel time from LAUS to Dodger Stadium would be approximately 7 minutes
- Capacity of approximately 5,000 people per hour per direction
- Operate daily to serve existing residents, workers, park users, and visitors to Los Angeles
- Provide access to the Los Angeles State Historic Park and surrounding communities via the intermediate Chinatown/State Park Station
- Zero emission, environmentally friendly rapid transit that would reduce GHG emissions as a result of reduced vehicle trips in and around Dodger Stadium and on neighborhood streets, arterial roadways, and freeways

Project Location and Alignment

- The Project would commence adjacent to Union Station and El Pueblo and terminate at Dodger Stadium, with an intermediate station at the southernmost entrance to the Los Angeles State Historic Park
- Connect surrounding communities of Chinatown, Mission Junction, Elysian Park, Echo Park, and Solano Canyon to the regional transit system accessible at Union Station
- The proposed Project alignment maximizes alignment along the public ROW and publicly owned property and minimizes aerial rights over private properties, taking into account existing and future adjacent land uses



Precedent for Aerial Transit Systems

- Aerial transit technology has been used for over 100 years
- Modern systems are a feasible mode of urban transit and are currently operating in numerous cities around the world
- Established gondola transit systems worldwide – such as La Paz, Bolivia and Mexico City, Mexico – are being used as rapid transit for the urban populations that they service
- Similar to the systems used in Koblenz, Germany, Phu Quoc, Vietman, and Toulouse, France, the proposed Project is a "3S" gondola
  - Cabins will carry approximately 30 to 40 passengers
  - System will provide a smooth, stable ride

Portland, Oregon

Roosevelt Island, New York

La Paz, Bolivia

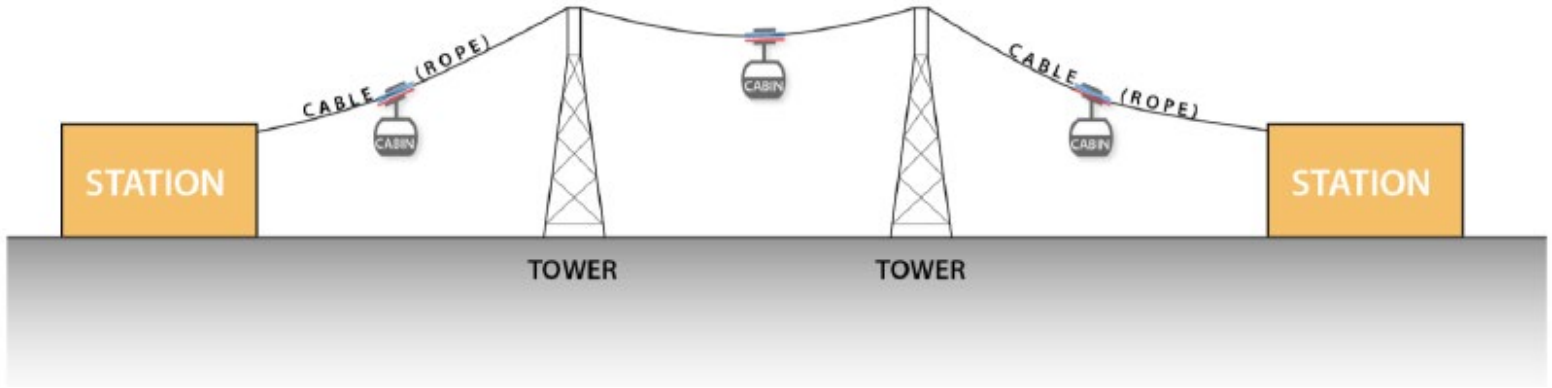
Mexico City, Mexico

Toulouse, France

Medellín, Colombia

Ropeway Technology

The ART system includes passenger stations, a non-passenger junction, and towers, which support the aerial cables that carry the gondola cabins



3 Passenger Stations

- Include mechanical, electrical, and plumbing systems, boarding platforms, and vertical circulation (e.g., stairs, escalators, and elevators)
- Include areas for ticketing, fare checking, and queueing; loading and unloading of passengers; operations; and system equipment

1 Non-Passenger Junction

- Required for the ART system to turn the cables and remain along the alignment

3 Towers to Support the Cables and Cabins

“3S” System and Gondola Cabins

“3S” System

- “3S” system includes three cables: two “track ropes” for stability and a third “haul rope” to circulate the cabins
- Cabins detach from continuously circulating haul rope and slow down upon entering a station for passenger exit and entry, then reattach to haul rope

Cabins

- 30 to 40 passengers each, depending on the exact configuration of seating and cabin amenities selected
- Fully ADA accessible and would accommodate wheelchairs
- Allow for sitting or standing
- Provide room for baby strollers and bicycles
- Would move at a maximum speed of 13.4 miles per hour during peak operations
- As they enter a station, the cabins would slow down to a speed of roughly one foot per second (less than one mile per hour) to allow passengers to enter and exit the moving cabin

Purpose and Need

- Provide a direct transit connection between Union Station and the Dodger Stadium property via an aerial gondola system
- Connect surrounding communities of Chinatown, Mission Junction, Los Angeles State Historic Park, Elysian Park, Echo Park, and Solano Canyon to the regional transit system accessible at Union Station
- Improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS
- Provide a mobility hub at the Chinatown/State Park Station
- Provide a sustainable form of transit by operating the ART system with the use of zero emission electricity with battery storage backup in order to reduce GHG emissions and improve air quality

Dodger Stadium: One of the Region's Most Visited Venues

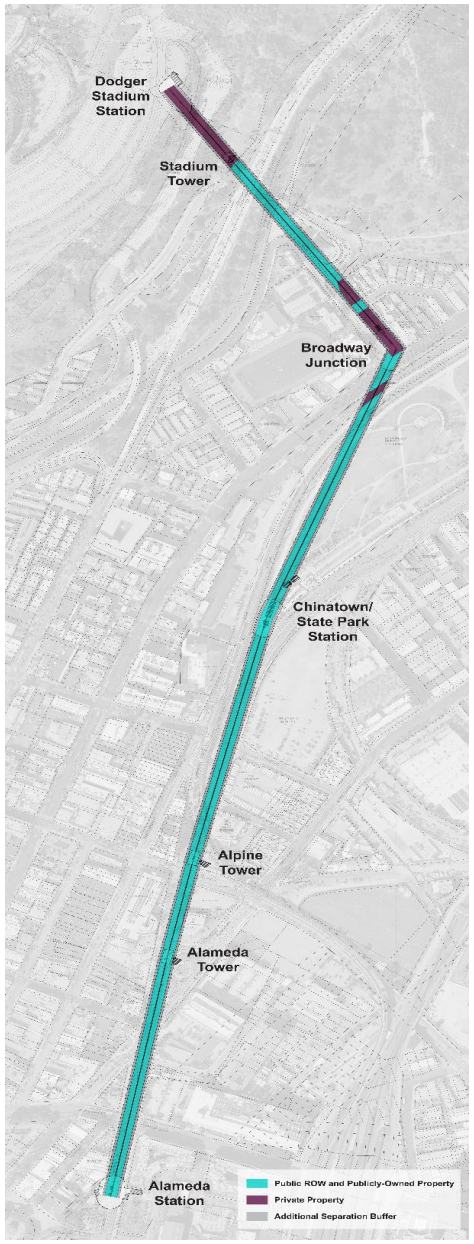
- Draws large regional crowds, with approximately 100 baseball games and other events each year
- Vast majority of visitors drive their personal vehicles
- Vehicles create congestion throughout the surrounding communities and nearby freeways
- Communities in the vicinity of the proposed Project alignment were identified as being in the 90 – 100 percentile of communities disproportionately burdened by multiple sources of pollution in the State (CalEnviroScreen 4.0 Map)

Project Objectives

- Expand mobility options for transit riders through a direct connection between LAUS and Dodger Stadium, a regional event center.
- Attract new transit riders to the Metro system through a unique experience of an aerial transit system and connecting to Dodger Stadium.
- Improve the Dodger Stadium visitor experience by providing efficient, high-capacity, and faster alternative access to Dodger Stadium.
- Enhance safety of neighborhoods adjacent to Dodger Stadium by reducing the number of vehicles in the area.
- Reduce transportation related pollution and greenhouse gas (GHG) emissions as a result of reduced vehicular congestion in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days.
- Increase connectivity of people to the region's public transportation hub at LAUS and the Dodger Stadium property.
- Improve transit rider experience by providing unique scenic views of the Los Angeles area to ART passengers and Dodger fans.
- Bring a world class aerial transit system to the Los Angeles area.
- Enhance community connectivity by providing first/last mile transit and pedestrian access to areas that have historically been underserved, including the Los Angeles State Historic Park and Elysian Park.
- Identify comparable, affordable, and accessible fare opportunities for community and Los Angeles State Historic Park and Elysian Park access.
- Minimize the Project's environmental footprint through the integration of sustainability and environmentally-friendly design features into the materials, construction, operations, and maintenance of the proposed Project.
- Provide a sustainable form of transit by operating the ART system with the use of zero emission electricity with battery storage backup in order to reduce GHG emissions and improve air quality.
- Maximize the Project's alignment along the public ROW and publicly owned property and minimize aerial rights requirements over private properties, taking into account existing and future adjacent land uses.

Aerial Clearance | Alignment Over Public ROW/Publicly-Owned Property and Private Property

- Industry standards for the design and operation of ropeways and cabins are documented in the American National Standards Institute (ANSI) Standard B77.1, which is developed in coordination with manufacturers, consumers, and regulators
  - ANSI B77.1 regulates vertical and horizontal clearances between the ropeway and cabins to elements such as vehicles, pedestrians, vegetation, buildings, and other structures
- Alignment maximizes alignment along the public ROW and publicly owned property and minimizes aerial rights over private properties, taking into account existing and future adjacent land uses
- Additional considerations in selecting Project alignment:
  - Minimizing changes to travel lanes, parking lanes, and bicycle and pedestrian circulation
  - Minimizing utility relocations
  - Location of historic and archaeological resources
  - Minimize use of uneven or difficult topography
  - Technical considerations and feasibility



Design

- Design goal is to develop a common architectural design that unifies the overall aerial gondola system, while allowing for each major component to contribute to the respective localized urban condition
- Of equal importance is the desire to minimize the perceived scale and mass of the stations non-passenger junction, and towers
- The stations and junction take advantage of a simple barrel vault form to provide the minimum enclosure needed to protect the ropeway equipment and provide shade and weather protection to passengers on the boarding platform
- Each of the towers is designed so that their bases would not impede adjacent vehicular and pedestrian circulation, and the neutral light-tone gray is intended to conform with the surrounding urban environment

Alameda Station

- On Alameda Street adjacent to the planned LAUS Forecourt and Placita de Dolores between Los Angeles Street and Cesar Chavez Avenue
- Station would be approximately 173 feet long, 109 feet wide, and 78 feet high at its tallest point
- Passenger loading platform would be approximately 31 feet above Alameda Street
- Vertical circulation would be introduced on the north of the Placita de Dolores in a proposed new pedestrian plaza at El Pueblo and on the east from the planned LAUS Forecourt

Alameda Tower

- Located on the Alameda Triangle, a City ROW between Alameda Street, North Main Street, and Alhambra Avenue
- 195 feet tall with the cable suspended 175 feet above ground
- Landscape and hardscape updates to the Alameda Triangle, including reuse and integration of existing pavers

Alpine Tower

- Located northeast corner of Alameda Street and Alpine Street, adjacent to the Metro L Line (Gold)
- Site is City-owned parcel, currently being used as non-public parking storage for City vehicles
- 195 feet tall at tallest point, with the cable suspended 175 feet above ground
- Landscaping and hardscaping near the base of the tower

Chinatown/State Park Station

- Adjacent to Spring Street in the southernmost portion of the Los Angeles State Historic Park
- Southern portion would be located on City ROW, with northern portion integrated into the southern boundary of the Los Angeles State Historic Park
- Station would be approximately 200 feet long, 80 feet wide, and 98 feet tall at its tallest point
- Passenger boarding platform approximately 50 feet above-grade
- Access to the boarding platform would be from the mezzanine via elevators and stairs
- Would include the installation of landscaping and hardscaping, including integration of the granite pavers

Chinatown/State Park Station

Station Amenities

- Mobility hub where passengers would be able to access a suite of first and last mile multi-modal options, such as a bike share program
- Pedestrian improvements, including hardscape and landscape improvements, shade structures, and potential seating

Park Amenities

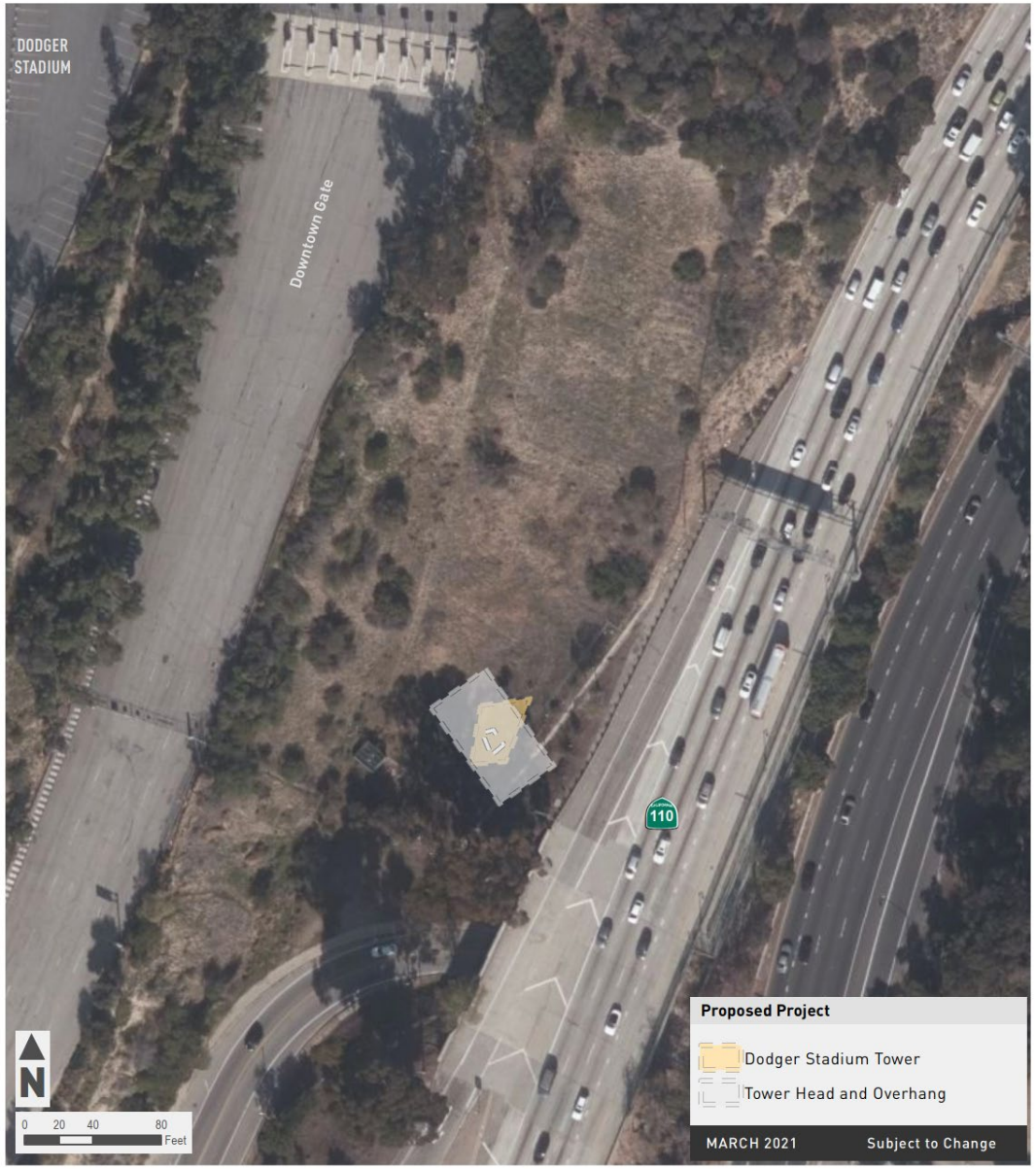
- 740 square feet of concessions
- 770 square feet of restrooms
- 220 square foot covered breezeway connecting concessions and restrooms

Broadway Junction

- Non-passenger junction that would be located at the intersection of North Broadway and Bishops Road
- Existing commercial building located at 1201 N. Broadway would be demolished
- Junction approximately 227 feet long, 60 feet wide, and 98 feet high at tallest point

Stadium Tower

- Located on hillside private property north of Stadium Way between the Dodger Stadium Downtown Gate and SR-110
- 179 feet tall with the cable suspended 159 feet above-ground with landscaping near the base of the tower



Dodger Stadium Station

- Southeast portion of the Dodger Stadium property near the Downtown Gate

Dodger Stadium Station

- Station would be approximately 194 feet long, 80 feet wide, and 74 feet high at its tallest point
- Cabins at this station would arrive and depart from an at-grade boarding platform, with the passenger queuing area also at-grade
- Would include a subterranean area below the platform for storage and maintenance of cabins, as well as staff break rooms, lockers, and parts storage areas
    - Cabins would be returned to and stored at Dodger Stadium Station when the system is not in use (after hours)
- Restrooms for passenger use would be located at the station

Dodger Stadium Station would also include a pedestrian connection to Dodger Stadium, including hardscape and landscape improvements and potential seating

Sustainability

- The proposed Project's sustainability features would include features included in:
  - 2019 California Green Building Standards Code
  - United States Green Building Council Leadership in Energy and Environmental Design (LEED) for New Construction
  - Institute for Sustainable Infrastructure's Envision Rating System
- 100% of the power for the proposed Project would be provided by the City of Los Angeles Department of Water and Power's Green Power Program
- Backup battery storage at each station, tower, and junction to provide backup power, rather than diesel generators

The proposed Project would provide a sustainable, high-capacity zero emission ART option for visitors to Dodger Stadium, while also providing access between Dodger Stadium, the surrounding communities, and the regional transit system accessible at LAUS. ART technology is quiet, and the proposed Project would reduce VMT and congestion, leading to reduced GHG emissions and improved air quality.

Construction

Timeline

- Construction of the proposed Project is anticipated to begin as early as 2024 and take approximately 25 months, including construction, cable installation, and system testing

Working Hours

- Construction hours are anticipated for 10 hours a day, which would vary to meet special circumstances and restrictions
- While not anticipated, approval would be required from the City of Los Angeles Board of Police Commissioners for extended construction hours and possible construction on Sundays

Lane Closures

- Anticipated closures would include lane closures in which lanes would be closed 24-hours a day during certain phases of construction, or alternating closures during certain phases of construction, in which closures would occur during construction hours for approximately 10 hours a day, and roads would reopen during non-construction hours for approximately 14 hours a day
- For alternating closures, during non-construction hours, steel plates would be placed over construction sites to the extent feasible in order to allow for vehicular and pedestrian circulation.
- The closures and hours would vary between location and phase of construction
- The proposed Project would implement a Construction Traffic Management Plan that would include detours and ensure that emergency access is maintained throughout all construction activities

Detailed Construction Assumptions

- Detailed construction assumptions are included in Draft EIR Appendix B

Draft EIR Key Analyses and Conclusions

Environmental Resource Topics

All Environmental Resource Topics per CEQA Guidelines Appendix G are addressed in the Draft EIR

- Aesthetics
- Agriculture/Forestry
- Air Quality
- Biological Resources
- Cultural/Historic Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

Aesthetics

WHAT WAS STUDIED?

- Visual impacts of Project components surrounding the Project alignment
- Key observation points representing visual character, including presence or absence of landscaping, predominant land uses, the scale of buildings, or the major scenic vistas, scenic resources, and substantive visual elements that are available, such as open space resources, street trees, and building frontages
- Viewers and viewer response, including pedestrians and recreationalists (e.g., park users)
- While there are no designated scenic vistas, views of the downtown Los Angeles skyline, Union Station, El Pueblo, Los Angeles State Historic Park, Arroyo Seco Parkway, Dodger Stadium, and the San Gabriel and San Bernardino Mountains
- Light and glare

KEY ANALYSIS AND CONCLUSIONS

- The proposed Project would not significantly block scenic or panoramic views, such as views of the downtown Los Angeles skyline, Union Station, El Pueblo, Los Angeles State Historic Park, Arroyo Seco Parkway, Dodger Stadium, and the San Gabriel and San Bernardino Mountains
- With the proposed Project's entitlements and approvals – which would include design standards to enhance the visual identity and character of the proposed Project and its surrounding communities – there would not be a conflict with applicable zoning or other regulations governing scenic quality
- The proposed Project would not create a substantial source of light or glare and would comply with applicable City lighting regulations

Existing and Simulation from State Historic Park Towards downtown Los Angeles skyline

Aesthetics

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Scenic Vista	Less Than Significant	Less Than Significant
Scenic Resources	No Impact	No Impact
Visual Character	Less Than Significant	Less Than Significant
Light and Glare	Less Than Significant	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

Construction: Barriers and sound walls would include a privacy screen, and the Project would implement best management practices to reduce visual impacts. No mitigation is required.

Operation: Project design features, including for building lighting and sign lighting. No mitigation is required.

Agriculture and Forestry

WHAT WAS STUDIED?

- Whether the Project would conflict with agricultural zoning at the Stadium Tower and Dodger Stadium Station sites

KEY ANALYSIS AND CONCLUSIONS

- The Dodger Stadium property does not contain agriculture uses and is subject to a Conditional Use Permit, which allows for the operation of a Major League Baseball stadium and various ancillary structures and uses, including "mass transportation service" to the site; therefore, construction and operation of the proposed Project would not conflict with existing agricultural zoning

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Conversion of Farmland	No Impact	No Impact
Conflict with Forest Land Zoning	No Impact	No Impact
Loss of Forest Land	No Impact	No Impact
Agricultural Use	No Impact	No Impact
Agricultural Zoning and Williamson Act	Less Than Significant	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

No mitigation is required.

Air Quality

WHAT WAS STUDIED?

- Potential impacts on air quality at the regional and local scales from construction and operation of the proposed Project
- The characteristics and effects of air pollutants
- Regulations that have been adopted to govern air quality management
- A Health Risk Assessment (HRA) evaluating the estimated cancer risk and non-cancer chronic hazard index associated with construction of the Project

KEY ANALYSIS AND CONCLUSIONS

- The proposed Project would be consistent with applicable air quality plans
- The estimated emissions for construction the proposed Project would be less than significance thresholds for pollutants and emissions
- The proposed Project would not expose sensitive receptors to substantial concentrations of pollutants during operations because the proposed Project does not include any land uses or operational emissions that would materially impact ambient air quality during operation
- The proposed Project would result in a net reduction in criteria pollutant emissions by reducing VMT and thereby decreasing emissions compared to existing conditions
- Based on the HRA results, the proposed Project would result in a less than significant impact related to exposing sensitive receptors to substantial pollutant concentrations from TACs

Air Quality

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Air Quality Plans	Less Than Significant	Less Than Significant
Increase Air Pollutants	Less Than Significant	Less Than Significant
Sensitive Receptors	Less Than Significant	Less Than Significant
Other Emissions	Less Than Significant	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

Construction: Project design feature requiring that all off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards for nonroad diesel engines promulgated by the USEPA. No mitigation is required.

Operation: No mitigation is required.

Biological Resources

WHAT WAS STUDIED?

- Whether the Project would affect special-status species and their habitat
- Whether the Project would affect riparian habitat or protected wetlands
- The potential for the Project to interfere with wildlife movement along the alignment
- Whether the Project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Whether the Project would conflict with adopted habitat conservation plans

KEY ANALYSIS AND CONCLUSIONS

- The Project area generally does not provide habitat for special-status species; however, removal of mature palm and eucalyptus trees during construction of the proposed Project could result in the removal of bat roost sites
- The Project area does not contain riparian habitat, other sensitive natural communities, or protected wetlands; therefore, there would be no impact
- The Project area does not serve as a regional wildlife corridor; however, construction activities may result in bat and bird species avoiding areas where active construction is occurring
- The Project would replace removed trees pursuant to the City's Native Tree Protection Ordinance, California Department of Parks and Recreation requirements, and other applicable requirements

Biological Resources

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Riparian Habitat	No Impact	No Impact
Protected Wetlands	No Impact	No Impact
Biological Plans or Policies	Less Than Significant	No Impact
Interfere with Species Movement	Less Than Significant with Mitigation	Less Than Significant
Habitat Modifications	Less Than Significant with Mitigation	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

Construction:

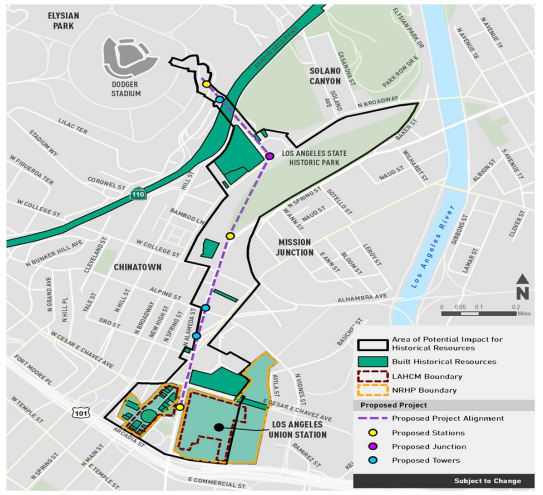
- Implement a project design feature to establish a Tree Protection zone to protect trees
- Pre-construction nesting surveys and measures to avoid and minimize impacts to nesting birds

Operation: No mitigation is required.

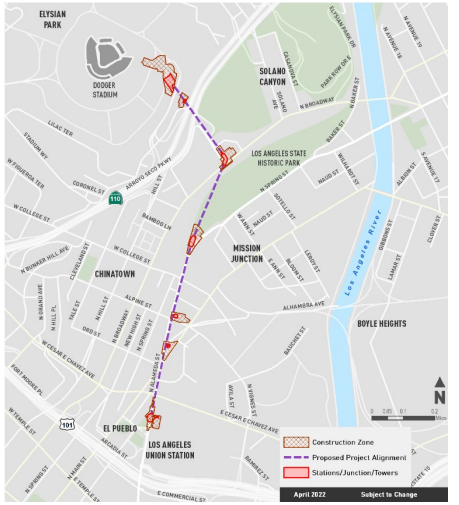
Cultural Resources

WHAT WAS STUDIED?

- Direct and indirect impacts to 29 built historic resources within the Area of Potential Impacts, including Los Angeles Union Station Passenger Terminal and Grounds, Los Angeles Plaza Historic District, Cathedral High School, and Arroyo Seco Parkway Historic District
- Impacts from ground disturbance to archaeological resources within the Area of Direct Impacts, including La Placita, the Zanja Madre, and Southern Pacific Railroad's River Station
- **KEY ANALYSIS AND CONCLUSIONS**
- Historic Resources
  - Construction of the proposed Alameda Station has the potential to result in both direct and indirect impacts to The Winery and the *El Grito* mural; however, impacts would be mitigated to less than significant
  - Construction-related and operational impacts to all other historical resources would be less than significant
- Archaeological Resources
  - Construction of the proposed Alameda Station, Alameda Triangle, Alpine Tower, and Chinatown/State Park Station have the potential to result in a substantial adverse change in the significance of an archaeologic resources; however, impacts would be mitigated to less than significant



Area of Potential Impacts for Built Historic Resources



Area of Direct Impacts for Archaeological Resources

Cultural Resources

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Historical Resource	Less Than Significant with Mitigation	Less Than Significant
Archaeological Resource	Less Than Significant with Mitigation	No Impact
Disturb Human Remains	Less Than Significant with Mitigation	No Impact

HOW WOULD IMPACTS BE MINIMIZED?

- Historic Resources
  - Project design features for pre- and post-construction documentation and protection of The Winery and *El Grito* mural, as well as protection of the *El Grito* mural during construction
  - Vibration monitoring and restrictions on force adjustable ground compaction devices during proposed Alameda Station construction
- Archaeological Resources
  - Preparation and implementation of a Cultural Resources Monitoring and Mitigation Plan and Archaeological Resources Worker Training Program
  - Pre-construction Archaeological Testing Plan for proposed Alameda Station and Chinatown/State Park Station
  - Potential redesign of Los Angeles State Historic Park amenities to avoid archaeological resources

Energy

WHAT WAS STUDIED?

- Overview of the federal, State, and local laws and regulations pertaining to energy
- Overview of California's energy production, supply, and consumption
- Evaluation of the energy resources related to construction and annual energy demands associated with Project operations

KEY ANALYSIS AND CONCLUSIONS

- The temporary energy consumption associated with the proposed Project's construction would allow for a long-term reduction in energy consumption associated with proposed Project operations
- The primary electricity usage associated would come from renewable resources through LADWP's Green Power Program
- The proposed Project would reduce VMT and increase the number of people using public transit, resulting in decreased use of fossil fuels for passenger vehicles

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Wasteful, Inefficient or Unnecessary Consumption	Less Than Significant	Less Than Significant
State or Local Energy Plans	Less Than Significant	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

No mitigation is required.

Geology and Soils

WHAT WAS STUDIED

- Whether the Project would be susceptible to seismic hazards, such as strong ground shaking, faulting, liquefaction, or landslides
- Whether the Project would be located on unstable geology, potentially resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- Whether the Project alignment would contain expansive soils that could create a substantial direct or indirect risks to life or property
- The potential for Project construction to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

KEY ANALYSIS AND CONCLUSIONS

- While the Project area is in a seismically active region of southern California, with compliance to existing standards and codes and implementation of mitigation, impacts related to the strong seismic ground shaking, seismic-related ground failure, and/or liquefaction during construction of the proposed Project would be reduced to less than significant
- The Project's Emergency Operations Plan would include emergency response protocols, and would state that in the event of a major earthquake, the system would be fully evacuated and shut down, and would not operate
- With compliance to existing standards and codes and implementation of mitigation, impacts related to lateral spreading, subsidence, liquefaction, or collapse during grading and construction of the Project components would be less than significant
- With compliance to existing standards and codes and implementation of mitigation, impacts related to soil corrosion during construction would be less than significant
- The northern portion of the proposed Project near the approach to Dodger Stadium Station has potential to encounter paleontological resources; however, impacts would be mitigated to less than significant

Geology and Soils

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	**Operations**
Adverse Effects: Earthquakes, Seismic-Related Ground Shaking, Liquefaction or Landslides	Less Than Significant with Mitigation	Less Than Significant
Support Wastewater Systems	No Impact	No Impact
Destroy Unique Paleontological or Geologic Features	Less Than Significant with Mitigation	No Impact
Soil Erosion/Loss of Topsoil	Less Than Significant	Less Than Significant
Unstable Geologic Unit or Soil	Less Than Significant with Mitigation	Less Than Significant
Expansive soil	Less Than Significant with Mitigation	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

Construction:

- Preparation and implementation of a Site-Specific Final Geotechnical Report
- Preparation of and compliance with a Paleontological Resources Monitoring and Mitigation Plan

Operation: No mitigation is required

Greenhouse Gas Emissions (GHGs)

WHAT WAS STUDIED?

- Relevant federal, State, and local laws and regulations
- An overview of the science of GHGs
- Methodology used to evaluate GHG emissions related to the proposed Project

KEY ANALYSIS AND CONCLUSIONS

- The proposed Project would not result in an incremental contribution of GHG emissions compared to existing conditions and would reduce GHG emissions compared to existing conditions

The lifetime emissions of the Project would be a reduction of 166,653 metric tons of GHGs.

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Generate GHGs	Less Than Significant	Less Than Significant
GHG Reduction Plans or Policies	Less Than Significant	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

No mitigation is required.

Hazards and Hazardous Materials

WHAT WAS STUDIED?

- Project activities were assessed to determine their potential impact on creating conditions hazardous to the public or the environment during construction and operation
- Potential impacts due to hazards and hazardous materials were then analyzed against applicable significance criteria

KEY ANALYSIS AND CONCLUSIONS

- While the proposed Project would use, transport, and dispose of limited amounts of hazardous substances during construction, the proposed Project would comply with federal, State, and local health and safety requirements; and would comply with all codes, standards, and regulations during operation
- The proposed Project would comply with OSHA, Cal/OSHA, and Division 71 of the Los Angeles Municipal Code, and would implement a Soil and Groundwater Management Plan, which would limit the potential for hazardous materials and waste spills to occur
- The proposed Project would conduct hazardous materials abatement by a licensed abatement contractor prior to demolition, which would ensure that that schools are not adversely impacted
- Construction and operation of the proposed Project would not interfere with LAPD access to the Hooper Heliport, and heliport operations would not be impacted by construction activities
- Five properties were identified as hazardous materials sites in the Project area; however, the Project would implement a Soil and Groundwater Management Plan to reduce impacts from these sites
- Construction of the proposed Project would not substantially impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; and daily operation of the project would not affect emergency response

Hazards and Hazardous Materials

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	**Operations**
Hazardous Sites	Less Than Significant with Mitigation	No Impact
Airport Land Use Plan	No Impact	No Impact
Hazard to Public or Environment	Less Than Significant with Mitigation	Less Than Significant
Emergency and Evacuation Plans	Less Than Significant	Less Than Significant
Hazards Near Schools	Less Than Significant with Mitigation	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

Construction:

- Preparation and implementation of a Soil and Groundwater Management Plan to specify methods for handling and disposal in the event contaminated groundwater, contaminated soil, or structures, are encountered during Project construction
- Hazardous Materials Abatement for demolition of the existing building at 1201 North Broadway

Operation: No mitigation is required.

Hydrology and Water Quality

WHAT WAS STUDIED?

- The potential for the proposed Project to violate any water quality standards, decrease groundwater supplies, or result in substantial erosion or siltation on- or off-site
- The potential for the proposed Project to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite
- The potential for the proposed Project to create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or impede or redirect flood flows
- The potential for the proposed Project to risk release of pollutants during project inundation in flood hazard, tsunami, or seiche zones
- The potential for the proposed Project to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

KEY ANALYSIS AND CONCLUSIONS

- The proposed Project would comply with all applicable federal, State, regional, and local agency water quality protection laws and regulations, water quality control and/or sustainable groundwater management plans
- The proposed Project would incorporate best management practices and implement a low impact development plan to reduce hydrology and water quality impacts
- The proposed Project is not susceptible to release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones

Hydrology and Water Quality

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Decrease Groundwater Supply	Less Than Significant	No Impact
Water Quality Standards or Plans	Less Than Significant	Less Than Significant
Alter Drainage	Less Than Significant	Less Than Significant
Flood, Tsunami or Seiche	Less Than Significant	Less Than Significant
Conflict with Plans	Less Than Significant	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

Construction and Operation: The proposed Project would comply with applicable federal, State, regional, and local laws and regulations, including compliance with applicable stormwater permits, wastewater permits, and other water quality regulations. No mitigation is required.

Land Use and Planning

WHAT WAS STUDIED?

- The proposed Project's potential to physically divide an established community
- The proposed Project's potential to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

KEY ANALYSIS AND CONCLUSIONS

- Though temporary closures during construction would disrupt vehicular, pedestrian, and bicycle access within and between communities, there would be a variety of options available for connections and access within the Project area
  - Communities will remain accessible from other surrounding streets, and pedestrian detours would be provided, which would prevent closures from physically dividing established communities.
- The proposed Project would enhance community connectivity by providing first/last mile transit and pedestrian access and enhancements, including a mobility hub and support for the future Los Angeles State Historic Park bike and pedestrian bridge
- The proposed Project is consistent with policies, regulations, goals, and/or objectives of local Plans, codes, and ordinances
- State Parks considers there to be an inconsistency between the proposed Project and the Los Angeles State Historic Park General Plan and therefore a potentially significant impact because the Los Angeles State Historic Park General Plan does not identify transit as a use for the Park
  - With implementation of Mitigation Measure LUP-A, which would require the proposed Project to obtain a LASHP General Plan Amendment, impacts would be less than significant

Land Use and Planning

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Physically Divide Community	Less Than Significant	No Impact
Conflict with Land Use Plans or Policies	Less Than Significant with Mitigation	Less Than Significant with Mitigation

HOW WOULD IMPACTS BE MINIMIZED?

Construction (Physically Divide Community): While construction impacts are less than significant, implementation of the Construction Traffic Management Plan would include street closure information, detour plans, haul routes, and a staging plan

Construction and Operation: The proposed Project would obtain a Los Angeles State Historic Park General Plan Amendment to allow transit uses within the Los Angeles State Historic Park General Plan

Mineral Resources

WHAT WAS STUDIED?

- Whether construction of the Project would result in the loss of availability of a known mineral resources resource that would be of value to the region and the residents of the state.
- Whether the Project would result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

KEY ANALYSIS AND CONCLUSIONS

- The Project is not located in an area of known mineral resources
- Much of the area within the City of Los Angeles was developed with structures prior to the MRZ classifications and is unavailable for extraction
- The Project alignment is located in an urbanized area of the City of Los Angeles, and the mining of such materials in an urbanized environment is not practical

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Loss of Available Mineral Resources	No Impact	No Impact

HOW WOULD IMPACTS BE MINIMIZED?

No mitigation is required.

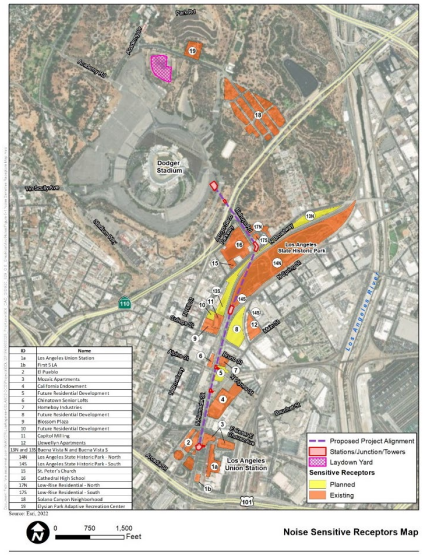
Noise

WHAT WAS STUDIED?

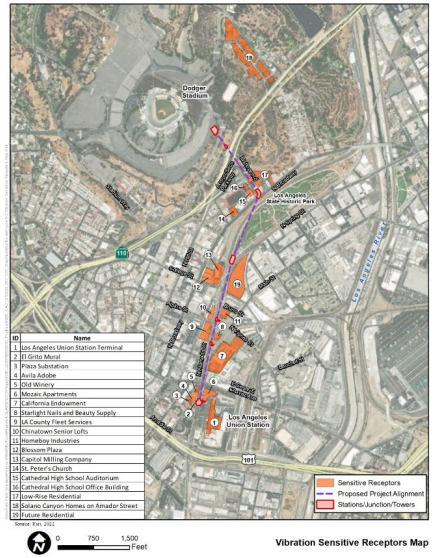
- Existing condition noise survey with measurements conducted at sites representative of noise-sensitive receptors along the proposed Project alignment, including locations of existing and future residential developments, schools, parks, and other areas with frequent outdoor human use
- Potential construction noise impacts were evaluated by calculating the Project related construction noise levels
- Operational noise impacts were evaluated by identifying the noise levels that would be generated by Project operation noise sources, including stations, junction, towers, cabins passing along the support sheaves at towers, cabins, and passengers at stations waiting to board the system
- Ground-borne vibration impact analysis for both building damage and human annoyance

KEY ANALYSIS AND CONCLUSIONS

- The proposed Project's significant and unavoidable on-site construction noise impacts would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors
- Noise generated from off-site construction-related traffic would be less than significant
- Noise generated from Project operations under the worst-case scenario would be less than significant
- Vibration generated from on-site construction activity would have significant and unavoidable human annoyance impacts; potential building damage impacts would be less than significant with mitigation
- Vibration generated from Project operations would be less than significant



Noise Sensitive Receptors Map



Vibration Sensitive Receptors Map

Noise

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Expose Public Near Airport	No Impact	No Impact
Generation or Increase in Ambient Noise Levels	Significant and Unavoidable	Less Than Significant
Generation of Excessive Vibration or Noise Levels	Significant and Unavoidable	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

Operational Noise: Cabin project design features related to interior-to-exterior noise reduction and power sound levels of HVAC units. No mitigation is required.

Construction Noise: Implementation of a Construction Noise Management Plan, including

- Noise barriers
- Equipment maintenance
- Community outreach, including a Noise Disturbance Coordinator

Construction Vibration:

- Placement of vibration monitoring equipment for the Avila Adobe (1970s addition), *El Grito* mural, and The Winery
- Restrictions on the use of force-adjustable ground compaction devices

Population and Housing

WHAT WAS STUDIED?

- The potential for the proposed Project to cause substantial population growth, or accelerate growth that exceeds projected or planned levels
- Whether implementation of the proposed Project would displace substantial numbers of existing people or housing

KEY ANALYSIS AND CONCLUSIONS

- As a first/last mile transit connection to Dodger Stadium, the proposed Project would not induce substantial population growth either directly or indirectly
  - Designed to meet the area's transit needs and improve the efficiency of the existing transportation network
  - Support the City's goals from the Housing Element and Community Plans of providing transit near already planned residential development
- The proposed Project would not displace existing people or housing

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Induce Unplanned Population Growth	Less Than Significant	Less Than Significant
Displace People or Housing	Less Than Significant	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

No mitigation is required.

Public Services

WHAT WAS STUDIED?

- Whether the proposed Project would result in adverse physical impacts associated with the provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts, including fire and police protection, schools, and other public facilities such as libraries, senior centers, homeless shelters, and daycare facilities
- Whether the Project would affect response times for emergency service

KEY ANALYSIS AND CONCLUSIONS

- While construction activities associated with the proposed Project would create a temporary increase in demand for emergency services, the implementation of mitigation measures and project design features, and compliance with applicable State and local regulations, including coordination with LAFD and LAPD prior to construction of the Project, would ensure that construction of the Project would not create additional demand for emergency services that would result in the need to add new—or physically alter existing—public facilities facilities
- LAFD and LAPD would have adequate access during construction
- While the proposed Project would create an increased demand for emergency services during Project operation, with adherence to the applicable regulations, coordination with LAFD and LAPD, and implementation of an Emergency Operations Plan, operation of the proposed Project would not create additional demand for emergency services that would result in the need to add new—or physically alter public facilities
- The proposed Project does not include housing, which could increase demand for school services or other public facilities

Public Services

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Need for new or altered Fire, Police, Schools or other Public Services	Less Than Significant with Mitigation	Less Than Significant
Service Ratios and Response Times	Less Than Significant with Mitigation	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

Construction: The Construction Traffic Management Plan would reduce impacts related to emergency access

Operation: The proposed Project would comply with applicable regulations, would implement security features such as staff and cameras, and would implement an Emergency Operations Plan. No mitigation is required.

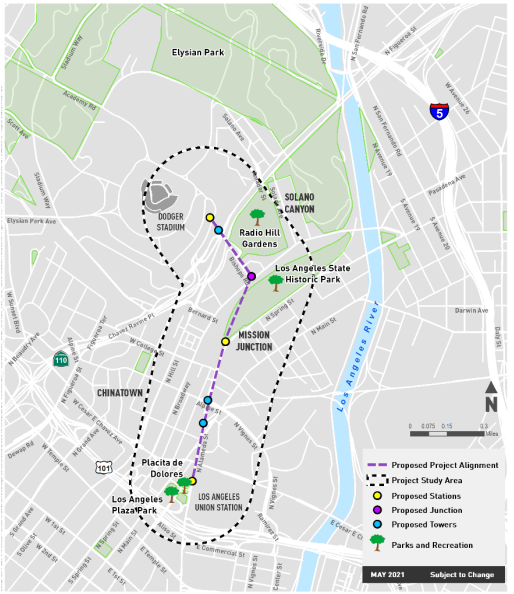
Parks and Recreation

WHAT WAS STUDIED?

- Potential to impact parks and recreational facilities during construction and operation, including Los Angeles Plaza Park and Placita de Dolores, Los Angeles State Historic Park, and Elysian Park

KEY ANALYSIS AND CONCLUSIONS

- The proposed Project would not increase in the demand for parks, or generate new permanent residents that would result in an increase in the use of existing parks and recreational facilities, such that substantial deterioration of parks would occur or be accelerated or would result in the provision of new park facilities, or the need for new or physically altered park facilities
- The proposed Project would improve mobility and accessibility for the region by providing high capacity aerial rapid transit connecting the regional transit system at LAUS and the Los Angeles State Historic Park and Elysian Park



IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Deterioration of a Public Facility	Less Than Significant	Less Than Significant
Expansion of Recreational Facilities	Less Than Significant	Less Than Significant
Service Ratios and Performance Objectives	Less Than Significant	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

No mitigation is required.

Transportation

WHAT WAS STUDIED?

- Utilized both the CEQA Guidelines and LADOT's established screening criteria, analysis methodology, and threshold criteria through the City's TAG
- The analysis of VMT for the proposed Project employed a variety of data, methodologies, and models in order to estimate Project ridership, vehicle trips reduced, vehicle trip lengths, and ultimately the VMT benefit of the proposed Project
- Ridership estimates for Dodger Stadium game and event attendees, employees, tourists, neighborhood riders, and Los Angeles State Historic Park visitors and event attendees
- Location of the proposed Project stations, junction, and towers and whether these components substantially increase hazards due to a geometric design feature
- The proposed Project's construction conceptual traffic detour plans and haul route

KEY ANALYSIS AND CONCLUSIONS

- The proposed Project would be consistent with PPOPs – programs, plans, ordinances, and policies – addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities
- The proposed Project would not introduce any unsafe physical conditions with the implementation of mitigation measures for the Alameda Tower and Chinatown/State Park Station
- With implementation of mitigation measures, emergency access would be maintained during proposed Project construction

The lifetime VMT reduction of the Project would be 129,629,500 VMT.

Transportation

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Vehicle Miles Traveled (VMT)	No Impact	No Impact
Conflict with Plan or Policies	Less Than Significant	Less Than Significant
Increase Hazards through Design	Less Than Significant with Mitigation	Less Than Significant with Mitigation

HOW WOULD IMPACTS BE MINIMIZED?

Construction:

- Implementation of a City approved and detailed Construction Traffic Management Plan, including street closure information, detour plans, haul routes, and a staging plan
- Implementation of a City approved Temporary Disaster Route Plan, which would include street closure information and detour plans in order to facilitate the movement of emergency vehicles through the study area and minimize effects on emergency response during a disaster

Construction and Operation:

- Visibility enhancements – such as high visibility crosswalk treatments, advanced crossing warning signs, flashing beacons, upgraded lighting, and new or upgraded traffic controls – at the proposed Alameda Tower and Chinatown/State Park Station

Tribal Cultural Resources

WHAT WAS STUDIED?

- Substantial adverse changes to significant tribal cultural resources
- Consulted with eight California Native American Tribes pursuant to Assembly Bill 52

KEY ANALYSIS AND CONCLUSIONS

- Resources exist in the area and require implementation of mitigation, including archaeological testing and data recovery
- Previously unidentified resources have potential to be encountered during construction; if the Native American Monitor identifies potential resources, the monitor may temporarily halt construction

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Change to Tribal Cultural Resource	Less Than Significant with Mitigation	No Impact

HOW WOULD IMPACTS BE MINIMIZED?

Construction:

- Implement the Cultural Resources Monitoring and Mitigation Program and Archaeological Testing Plan for LAUS Forecourt
- Retain a Native American monitor to monitor ground-disturbing construction activities at the location of the Alameda Station

Operation: No mitigation is required.

Utilities and Service Systems

WHAT WAS STUDIED?

- The relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities
- The effect of the Project on water supplies
- Whether the Project would require expansion of wastewater treatment capacity
- Whether area landfills would have sufficient capacity for solid waste generated by the Project

KEY ANALYSIS AND CONCLUSIONS

- Construction of the proposed Project would not require the construction of new or expanded utilities
- Construction of the proposed Project would require relocations of existing utilities, which would be coordinated with the utility providers and conducted in compliance with the applicable State and local codes and regulations
    - To minimize the potential interference with existing utilities associated with utility relocations during construction, the proposed Project would implement a Utility Relocation Plan
- Operation of the proposed Project would require connections to existing utilities systems
- Primary electricity usage would come from renewable resources and the existing power supply should be sufficient Project operations
- Construction and operation of the proposed Project would have sufficient water supply
- Construction and operation would generate potential wastewater, which would be treated per regulations
- Solid waste would not be generated in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

Utilities and Service Systems

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Sufficient Water Supplies	Less Than Significant	Less Than Significant
Demand and Capacity on Wastewater Systems	Less Than Significant	Less Than Significant
Solid Waste Goals	Less Than Significant with Mitigation	Less Than Significant
Relocation or Construction of Utilities	Less Than Significant with Mitigation	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

Construction:

- Develop and implement a Utility Relocation Plan in coordination with utility companies to minimize impacts to services throughout the Project construction
- Prepare a Soil and Groundwater Management Plan

Operation: No mitigation is required.

Wildfire

WHAT WAS STUDIED?

- Whether the proposed Project would result in potential significant impacts related to wildfire if located in or near State Responsibility Areas (SRAs) or lands classified as Very High Fire Hazard Severity Zones (VHFHSZ)
- Potential wildfire behavior within the Project area based on topography, weather, and fuels
- Substantially impair an adopted emergency response plan or emergency evacuation plan
- Whether the proposed Project would require installation or maintenance of associated infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment
- Whether the proposed Project exposes people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post fire slope instability, or drainage changes
- Whether the proposed Project would expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires

KEY ANALYSIS AND CONCLUSIONS

- The portion of the proposed alignment containing the Broadway Junction, Stadium Tower, and Dodger Stadium Station are within the VHFHSZ
- Construction and operation of the proposed Project would not inhibit access to identified disaster routes and would not substantially impair implementation of an emergency response or evacuation plan
- The Project would adhere to applicable codes and regulations and best construction practices and would not exacerbate wildfire risks
- Implementation of project design features would further reduce these risks

Wildfire

IMPACT CONCLUSIONS

Topic	Finding	
	Construction	Operations
Impair Emergency or Evacuation Plans	Less Than Significant	Less Than Significant
Exacerbate Wildfire Risks	Less Than Significant	Less Than Significant
Install/Maintain Associated Infrastructure	Less Than Significant	Less Than Significant
Expose People or Structures to Wildfire Risks	Less Than Significant	Less Than Significant

HOW WOULD IMPACTS BE MINIMIZED?

Construction: Implement project design features, including Fire Protection Plan and a fuel modification zone surrounding the Stadium Tower construction site. No mitigation is required.

Operation: Implement a project design features during operation of the Broadway Junction, Stadium Tower, and Dodger Stadium Station related to security monitoring by staff and cameras and the identification and reporting of fire safety hazards. No mitigation is required.

Alternatives

WHAT WAS STUDIED?

- A reasonable range of alternatives were selected to explore potential means to mitigate or avoid the significant environmental impacts associated with implementation of the proposed Project, while still achieving the Project's primary objectives
  - No Project Alternative – No New Development
  - Spring Street Alignment Alternative – Alignment Alternative to the proposed Project
  - Transportation Systems Management Alternative – Enhanced Union Station Dodger Stadium Express Service
- Several alternatives were considered but dismissed from detailed analysis for failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts, including the Broadway Station Alignment Alternative, the Combined Metro L Line (Gold) Station and College Street Station Alignment Alternative, and Direct Alignment Alternatives.

KEY ANALYSIS AND CONCLUSIONS

- The No Project Alternative would not improve transit access or provide connections between communities. Additionally, VMT and vehicle congestion would not be reduced, and the associated reduction in GHG emissions and air quality improvements would not take place.
- The Spring Street Alignment Alternative would provide a direct transit connection and improve connectivity for surrounding communities. This Alternative would require a larger footprint and wouuld not reduce significant environmental impacts.
- The TSE Alternative would not provide a direct transit connection or improve connectivity for surrounding communities and would not provide the same reduction in VMT, GHG emissions, or improvements in air quality.

Alternatives

ALTERNATIVE CONCLUSIONS

Alternatives	Finding	
	Ability to Fulfill Project Objectives	Ability to Reduce Significant Impacts
No Project Alternative	Would Not Fulfill Project Objectives	Less Impacts than the Project
Spring Street Alignment Alternative	Would Fulfill All Project Objectives	Similar Impacts to the Project
Transportation Systems Management Alternative	Would Not Fulfill Most Project Objectives	Less Impacts than the Project

WHAT IS THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE?

The TSM Alternative would be considered the environmentally superior alternative because it it would not result in a CEQA determination of a significant and unavoidable impact and would result in the fewest environmental impacts overall. However, the TSM Alternative's impact would be greater for air quality, energy, greenhouse gas emissions, hydrology and water quality, and transportation and traffic. In addition, the TSM Alternative would not meet the majority of the Project's Objectives in full or in part.

Other Additional Evaluations in the Draft EIR

LOS ANGELES STATE HISTORIC PARK

Kites: Due to the location of the proposed Project alignment – which traverses over along the western edge of the Park adjacent to the Metro L Line and pedestrian pathway – the proposed Project does not significantly reduce the safe kite flying area within the Park

Special Events: Due to the location of the proposed Project alignment, which crosses over a small portion of the park not typically used for screens and stages, and because events can still take place under the majority of the proposed Project alignment, the proposed Project does not significantly reduce the event space area within the Park

Typical Locations for Event Stages and Screens at the Los Angeles State Historic Park with Proposed Project Alignment

LOCATION OF THE ALAMEDA STATION AND CHINATOWN/STATE PARK STATION

HELIPORTS

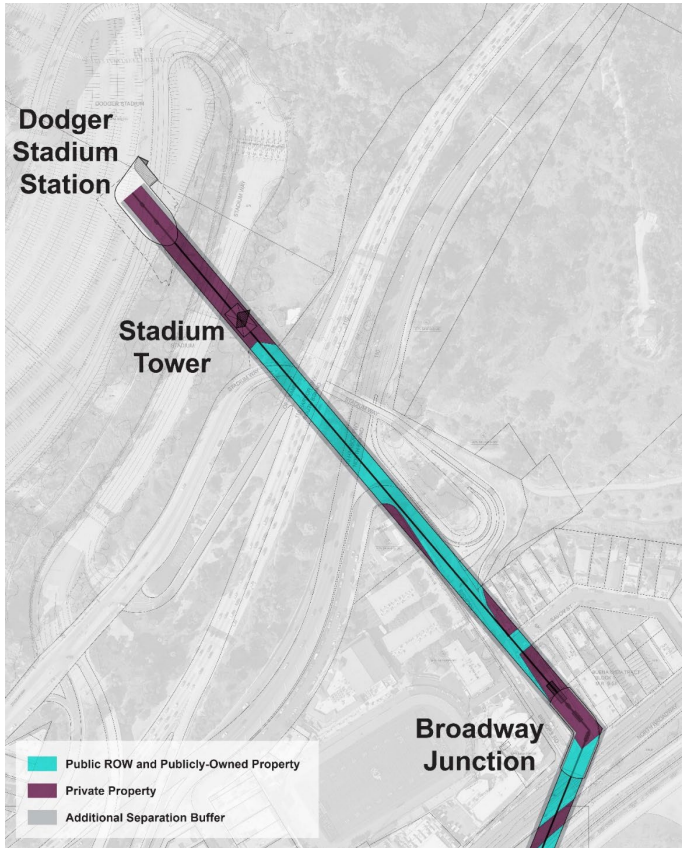
- The proposed Project alignment is not located within an area covered by an airport land use plan, nor within two miles of a public airport
- An airspace evaluation of the heliports in the proposed Project alignment's vicinity concluded that the construction and operation of the proposed Project will be clear of the airspace associated with the existing heliports in the proposed Project's vicinity, resulting in no potential for air navigation hazards and, therefore, no impacts to aeronautical activity, including to heliports in the proposed Project's vicinity

Design Option A

BROADWAY JUNCTION SHIFT TO AVOID 451 E. SAVOY

- Includes a shift in the overall Project alignment between the Broadway Junction and Dodger Stadium Station to avoid aerial rights requirements over 451 E. Savoy Street
- Shift would result in the alignment crossing over a small portion of Cathedral High School adjacent to Bishops Road
- Includes changes to the Project components of Broadway Junction, Stadium Tower, and Dodger Stadium Station
  - Would result in utility relocations and additional construction durations at both the Stadium Tower and Dodger Stadium Station
  - Would require a longer walk for proposed Project passengers to travel between the Dodger Stadium Station and Dodger Stadium

Proposed Project Alignment

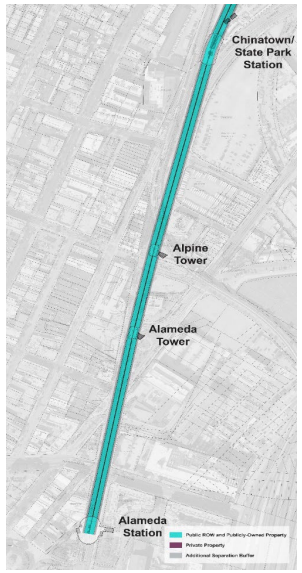


Design Option A

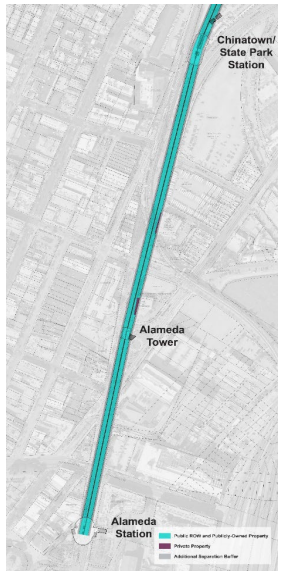
Design Option B

SINGLE TOWER ALONG ALAMEDA STREET

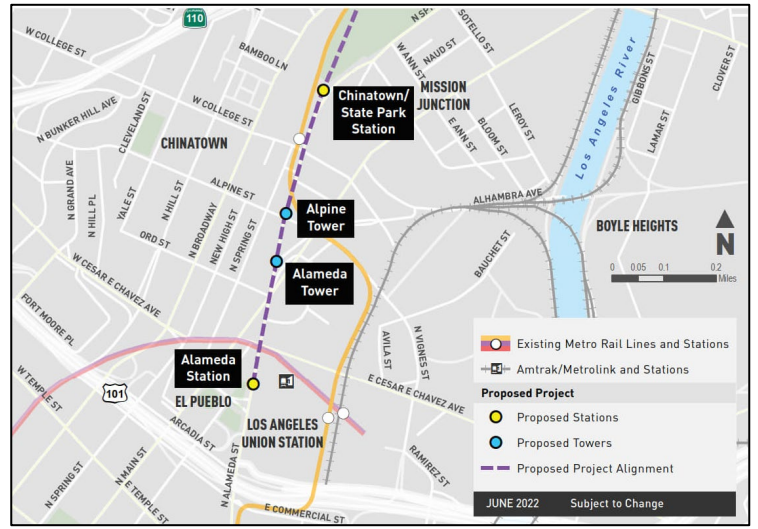
- In response to stakeholder feedback, who asked the Project Sponsor to assess the potential to reduce the number of towers along Alameda Street from two to one
- Consists of a 50-foot overall height increase at the Alameda Tower and the removal of Alpine Tower from the proposed Project between the Alameda Station and the Chinatown/State Park Station
- The increased tower height coincides with additional construction activities
- Would result in potential technical constraints
- Would result in the need for additional private aerial rights requirements



Proposed Project Alignment



Design Option B



Proposed Project Alignment

Design Option B

Design Option C

CHINATOWN/STATE PARK STATION WITH INCREASED HEIGHT

- In response to stakeholder feedback, who asked the Project Sponsor to consider a taller Chinatown/State Park Station
- Design Option C consists of a 35-foot overall height increase at the Chinatown/State Park Station
- The increased height coincides with additional construction activities
- Has the potential to reduce passenger experience due to the height, which also results in the boarding platform being raised, requiring additional vertical circulation to access and ascend the platform

Proposed Project Alignment

Design Option C

Use Option D

CHINATOWN/STATE PARK STATION AS A NON-PASSENGER JUNCTION

- In response to stakeholder feedback, who asked the Project Sponsor to consider no passenger access at the Chinatown/State Park Station, to increase the height of the cabins entering and exiting the station along Spring Street
- Use Option D includes substituting a non-passenger junction for the proposed Chinatown/State Park Station
- Would have the same location, height, width, length, and architectural finish as the proposed Project
- Would not enhance community connectivity to the Los Angeles State Historic Park, Chinatown, and the Mission Junction Neighborhood

Design and Use Option E

PEDESTRIAN BRIDGE AT THE LOS ANGELES STATE HISTORIC PARK

- The Los Angeles State Historic Park has proposed an ADA accessible pedestrian bridge that would gently slope from the central portion of the Park to North Broadway
- While the pedestrian bridge is not proposed as part of the proposed Project, the Draft EIR includes an analysis of the pedestrian bridge for the Park
- As noted in the Los Angeles State Historic Park General Plan and Final EIR and the Bike and Pedestrian Bridger Study, the bridge would provide safe pedestrian and bike access from the Chinatown and Solano Canyon communities into the Park

Source: Bridge Feasibility Study

Overview of the Parking Study

PROPOSED PROJECT PARKING STUDY

- Although CEQA does not require analysis of parking, a comprehensive Parking Study was conducted for the Project, which Metro had peer reviewed
- The Parking Study has been available on Metro's website since September 9, 2022

WHAT WAS STUDIED?

- Most proposed Project riders are expected to shift to transit to get to the Project
- There are approximately 10,290 spaces in publicly available lots and garages and in on-street spaces within ½ mile of the proposed Project's Alameda Station and Chinatown/State Park Station

Overview of the Parking Study

PARKING STUDY CONCLUSIONS

Parking Type	Game Day Parking			
	Parking Supply	Parked Vehicles	Occupancy	Available Supply
Off-Street Publicly Available Spaces	6,876	2,173	32%	4,703
On Street Spaces	3,417	2,017	59%	1,400
TOTAL				
Proposed Project Parking Demand (2042)	-	307 – 790		
Total Available Off-Street Spaces with Project	6,876	2,963	43%	3,913

*Counts were taken on September 10, 2021, on an evening when the Los Angeles Dodgers hosted the San Diego Padres; the paid attendance was 48,403, which was higher than the 2019 Los Angeles Dodgers season average for weekday evening games. In coordination with Metro and LADOT, the Parking Study applied a 46% increase to off-street publicly available spaces to account for the COVID-19 pandemic.

With the addition of the proposed Project's potential parking demand, there is plenty of available parking spaces within the proposed Project's walkshed. Even if some existing parking lots get redeveloped, there is plenty of off-street parking supply to accommodate all of the proposed Project's parking demand.

THE PROJECT IS COMMITTED TO ENCOURAGE TRANSIT RIDERSHIP

- Implement business to business partnerships with local businesses to pre-sell bundled packages that include patronage at local businesses and available off-street parking
- Support implementation/expansion of various management strategies including time limit parking restrictions and parking meters during game times to discourage riders from parking in the community and keeping spaces available for residents and local businesses

Question & Answer Session

Question + Answer Session

- Purpose: Allow the public an opportunity to ask questions about the project and the Draft EIR

TODAY!

Ask questions.

No public comments will be accepted today.

Q&A: Use the Q&A feature to type a question. Or, raise your hand.

How to Comment on Draft EIR

How to Comment on Draft EIR

Public Hearing

Downtown Los Angeles/Chinatown
Saturday, December 10
10:00 am – 12:00 pm
Los Angeles Union Station
Ticket Concourse
800 N. Alameda Street,
Los Angeles, CA 90012

Virtual Meeting via Zoom
Tuesday, December 13
5:00 – 7:00 pm
Go to metro.net/aerialrapidtransit for details

Email

LAART@metro.net

Phone

(213) 922-6913

Mail

Mr. Cory Zelmer
Deputy Executive Officer
Metro One Gateway Plaza
Mail Stop 99-22-6
Los Angeles, CA 90012

Learn More and View the Draft Environmental Impact Report

metro.net/aerialrapidtransit


THANK YOU