Date: December 14, 2020
To: Thomas B. Modica, City Manager
From: John Keisler, Director of Economic Development
For: Mayor and Members of the City Council
Subject: The Wave Gondola System Update

On March 12, 2019, the City Council requested the City Manager to work with Urban Commons, The Wave Team, and other key stakeholders of the Long Beach waterfront to explore the interest, cost, source of funding, and project plan to conduct a Feasibility Study (Study) pertaining to the development of a Gondola System, which is an aerial tram system, connecting Downtown Long Beach with Queen Mary Island. This memorandum provides an update on the Gondola System proposed by The Wave Team development group.

BACKGROUND

The Long Beach waterfront is a dynamic and complex area serving residents, tourists, local and regional businesses, and the global goods movement. The land around the Queen Mary, Maya Hotel, Reef Restaurant, and Residence Inn is owned by the City but leased to and operated by several lessees. Additionally, many of the businesses located here are sublessees, including Carnival Cruise Lines and Catalina Classic Cruises. The surrounding area is Port of Long Beach property that is operated by the City’s Harbor Department, governed by the Harbor Commission, and includes several tenants and operators. Across Queensway Bay, Catalina Landing, Shoreline Village, and the Aquarium of the Pacific are all located on City-owned land that is leased and operated by different lessees.

Furthermore, much of this land and water area is subject to regulations by the State Lands Commission, California Coastal Commission, U.S. Army Corps of Engineers, and U.S. Department of Interior due to the location within Tidelands and other jurisdictional boundaries. These regulatory restrictions limit the type and amount of physical development and the uses allowed. Moreover, the area comprises a lively mix of uses, and many business and residential associations are active in the downtown waterfront area to promote Long Beach as a destination and to represent the needs of residents, employees, property owners, and business owners in the area.

The Wave Team is comprised of multiple partner organizations, including Statewide Developers, P2S, Inc., Chen Ryan Associates, and WSP USA, Inc. as the contractor of record. As part of the larger proposed Queen Mary master development project, The Wave Team approached both Urban Commons—current manager of the long-term lease to operate the Queen Mary and surrounding areas—and City staff with a proposal to connect the Queen Mary property with Rainbow Harbor, Convention Center, and other parts of downtown waterfront entertainment district with a Gondola System. The Wave Team is the primary project proponent, developer, and owner of the Gondola System project with support, guidance, and coordination to be provided by City staff.
Because the proposed project contemplates the development of physical infrastructure for pick-up and drop-off in a number of areas of the waterfront that are managed—under long-term leases with the City of Long Beach—the City Manager directed staff in the Economic Development Department to: (a) identify key stakeholders that may be impacted by the proposed Gondola System, (b) coordinate a meeting to review the proposed project, (c) solicit feedback about the proposal from stakeholders, and (d) discuss scope and funding for an initial feasibility study.

STAKEHOLDER FEEDBACK

On February 27, 2020, Urban Commons and Queen Mary operator Evolution Hospitality hosted a stakeholder meeting on-board the Queen Mary. At the meeting, The Wave Team presented an overview of the Gondola System. The presentation (Attachment A) included concepts, highlights, why a system is needed, and a variety of installations from around the world. Following the presentation, City staff facilitated a discussion regarding the benefits, concerns, and other ideas regarding a Gondola System. The stakeholder meeting was well attended, and the facilitated format ensured all parties contributed and expressed themselves.

Meeting Attendees

City staff identified key stakeholders to invite to the meeting by reviewing the property owners, business owners, community groups, elected officials, partner organizations, and residential associations with interests or expertise in the Queen Mary, Rainbow Harbor, and surrounding downtown area. Representatives of the following groups attended the meeting:

- The Wave Team (Gondola System Developer)
- Downtown residents
- Office of Senator Lena Gonzalez
- Downtown Long Beach Alliance (DLBA)
- Long Beach Convention and Visitors Bureau
- Long Beach Area Chamber of Commerce
- Carnival Cruise Lines
- Catalina Express
- Shoreline Village
- Pike Outlets (SITE Centers)
- Aquarium of the Pacific
- Urban Commons (Queen Mary Lessee)
- Evolution Hospitality (Queen Mary Operator)
- City – Port of Long Beach
- City – Public Works
- City – Economic Development

Long Beach Transit, Los Angeles County Metropolitan Transportation Authority (LA Metro), and other stakeholders were invited, but unable to attend.
Stakeholder Feedback

As part of the meeting, City staff facilitated a discussion and feedback session. A summary of that meeting and feedback is included (Attachment B). A summary of key concerns regarding the cost, source of funding, location, and operation of the Gondola System are as follows:

- A Gondola System is about one-half the cost of fixed rail system;
- The Wave Team believes some project funding was previously secured and similar funding may be secured again;
- The Study should look at multiple options for terminus and stops;
- Station size and design is important;
- San Diego estimated $80-$100 million for a similarly scoped project;
- Cabin Media should showcase Long Beach businesses and history;
- Yearly/monthly passes should be offered to residents;
- Consider visual impacts/privacy;
- Ticket cost should have parity with other transportation options;
- Safety/security could be additional concerns;
- The cost of the Study is estimated $500,000; and,
- The Study would be used to secure additional federal, state, local, and/or Olympic funding.

Feasibility Study

The meeting also included a discussion that specifically addresses the scope of the Study and potential funding sources. Based on the feedback and discussion during this part of the meeting, a potential scope for an initial Study should include:

- Needs analysis
- Review of various terminus, waypoint, options
- Coastal Commission issues
- Safety/security
- Alternative transportation analysis
- Privacy issues
- Energy consumption/alternatives
- Capacity
- Cost-benefit analysis
- Preliminary environmental concerns
- Systems enhanced/impacted by Gondola
- Outreach and engagement costs
- Timeline (estimated to be one year)
- Possible creation of a 501(c)4
- Potential funding sources for full project scope
Potential Funding Sources

In addition to the project overview and proposed scope of the Study, there was directed discussion regarding the funding for the Study, which was estimated at about $500,000, although a bid for the scope of work has yet to be secured. The Wave Team indicated they were confident they could secure private funding for a portion of the Study and that they would be able to apply for both local and federal planning grants. Additionally, The Wave Team believes the Port of Long Beach may be able to provide financial support. A small portion of Measure A transportation funding from the City was thought to be available at the time of the facilitated discussion.

Since the initial stakeholder meeting, The Wave Team has identified several additional sources of potential private and public investment to assist with the Study. These sources include the verbal commitments from (a) a local real estate investment firm matching up to 25 percent for the Study project costs, and (b) potential support up to $250,000 through its mitigation grant program contingent upon review and approval by the Board of Harbor Commissioners. Additionally, Long Beach Transit is a potential stakeholder and may also be interested in supporting the project with grant funds. Furthermore, the private investment group indicated that a $4 million federal grant had been previously secured for a monorail project, and that additional federal grant funding is a potential funding source for this project.

Upon completion of the feasibility phase of the Gondola System, the City and The Wave Team would continue to engage with Los Angeles Metro (Metro) as a potential partner. On September 17, 2020, the Metro Board received an oral report on the Los Angeles Aerial Rapid Transit Project (Attachment C). This project would include a Gondola System from Dodger Stadium to Union Station that would be privately funded by the owner of the parking lot.

Due to the current economic situation precipitated by the COVID-19 pandemic, City staff recommend that initial project management and funding for the Study remain a private effort led by The Wave Team. The Wave Team is encouraged to find and solicit supportive funding from the Port, transportation agencies, public or private grantmaking organizations, and other public or private entities as available. Given that the Gondola System will be privately operated, City financial support should only represent a small portion of the funding secured by the private operator to study, develop, and implement the project.

EQUITY LENS

Although the initial stakeholder meeting did not include a discussion about equity, it is recommended that the Study include questions and strategies from the City of Long Beach Equity Toolkit as part of its review. Given the number of potential stakeholders impacted by the planning, development, construction, and operation of a Gondola System along the Long Beach waterfront, it is important that the consultant group utilize an equity lens to evaluate how a project of this magnitude could both burden and benefit disadvantaged communities, residents, visitors, workers, or environmental stakeholders impacted by the project. It is recommended that the City Council make the inclusion of an equity lens section a part of the Study scope of work as a condition of City support whether technical, in-kind, or financial.
NEXT STEPS

The Study and resulting Gondola System project are likely to require a public-private partnership with a substantial commitment of resources from all interested parties. If the City Council supports the continued exploration of a public-private partnership to develop a Gondola System on the Long Beach waterfront, it will likely require substantial City staff to provide technical assistance to The Wave Team. Although this may not involve an initial commitment of City funds, the project will likely require substantial staff time to participate in the workgroup, provide input to the Study, and to coordinate communication among the various stakeholders in the Study area.

As a result of the highly technical nature of the proposed project and the need to access public right-of-way and private leaseholds on City-owned property, it is recommended that City Council consider the establishment of a memorandum of understanding or an exclusive negotiating agreement for the project area for a defined period of time. This type of agreement can help to set expectations for all parties, establish a timeline for project milestones, and provide evidence to potential funding agencies that the project is supported by the City Council.

If the City Council wishes to proceed with support of this proposed project, City staff would direct The Wave Team to present a draft scope of work for the Study, evidence of private or privately secured funding for a minimum of 80 percent of the estimated $500,000 Study, any commitment from the Port of Long Beach supporting the Study, and a request for any supplemental financial assistance needed from the City. The City Council will have an opportunity to authorize additional City funding or seek additional funding sources in the future.

Thank you for your consideration of this ambitious project that has the potential to transform the Long Beach waterfront. Please do not hesitate to contact me at (562) 570-5282 or by email John.Keisler@longbeach.gov, if you have any questions or concerns.

ATTACHMENTS

CC:  CHARLES PARKIN, CITY ATTORNEY
     LAURA L. DOUD, CITY AUDITOR
     LINDA F. TATUM, ASSISTANT CITY MANAGER
     TERESA CHANDLER, DEPUTY CITY MANAGER
     KEVIN J. JACKSON, DEPUTY CITY MANAGER
     REBECCA G. GARNER, ADMINISTRATIVE DEPUTY CITY MANAGER
     MONIQUE DE LA GARZA, CITY CLERK (REF. FILE #19-0223 – R – 15 REVISED)
     DEPARTMENT DIRECTORS
Long Beach Aerial Transportation Concept

Queen Mary Stakeholders Meeting

February 27, 2020
Long Beach Gondola Aerial Tram – What is it?

An aerial gondola tram to connect downtown Long Beach to the waterfront. The tram has the potential to:

- Create and enhance vitality
- Demonstrate City’s commitment to the area to promote development
- Provide additional transportation capacity to support current and future development
“The Wave” Aerial Tram – Development Team

- Statewide Developers, Alex Bellehumeur, President, Developer and initiator of "The Wave"
- P2S Inc., Clay Sandidge, Co-Developer
- Urban Innovations, Robert Ardolino
- WSP USA
- Doppelmayr USA, Inc.
- Al Moro, P.E., Project Advisor
- Tony Mendoza, Chen Ryan Associates
- Michael Forry, Global Community Services
Why An Aerial Transportation System in Long Beach?

- Expected Growth of Queen Mary Island, Waterfront and DTLB Visitors
- Reduced parking capacity near Queen Mary
- Limited bridge capacity for autos
- Circuitous routing for buses to/from QMI
- Poor travel time, limited capacity of boat taxis
- High cost of alternatives (light rail, streetcar etc.)
Why An Aerial Transportation System in Long Beach?

- Growth in Events
- Future development of Queensway Bay (Urban Commons)
- Connectivity from Downtown to Waterfront
Prioritize space for people, not parking.

*Featured Example: Pioneer Square, Portland, OR*
Why An Aerial Transportation System in Long Beach?

Limited capacity on Queensway Bridge
Why An Aerial Transportation System in Long Beach?
Faster and more direct than a bus or water taxi.

Travel Duration from Aquarium to Queen Mary Comparison

- **Bus**: 10-12 minutes, every 15 minutes
- **Water Taxi/AquaLink**: 10 minutes, every 15 minutes
- **Aerial Tram**: 4 minutes, constantly
Why An Aerial Transportation System in Long Beach?

- High capital cost per mile of alternatives (light rail, streetcar, etc.)
Benefits of Aerial Transportation Systems

- Modern look and performance
- Easily fits with Long Beach’s built environment
- Already part of Queen Mary/Urban Commons plans
- A sleek new attraction for downtown
Station designs adapted to meet the needs of the community
Revenue-generating station design.
Features of an Aerial Public Transport System

- Fully automated with a superior safety record
- Proven technology: Safe, comfortable and reliable
- Entertaining ride with panoramic views
- Low environmental impact and mitigation for other projects
- Very low noise (all electric drive system)
- The electric drive system can be completely supplied by renewable energy sources (grid or locally generated)
- Interchanges with transit/Solves “last mile” for transit
Proven Safety Record Over Decades

• Redundant drive and safety systems eliminate the possibility that passengers will ever need to be evacuated.
• ADA compliant, level loading cabins make loading and unloading easier than getting on to a moving sidewalk.
Aerial Transportation Systems: Cabin Designs

- 8-12 passengers per cabin, system capacities of up to 4500 riders/per hr.
- Large windows allow for panoramic view
- Many customizable details
- Various options for cabin features:
  - Climate control
  - Infotainment/media
  - Potential revenue for local business
Implementation Is Quick and Cost-Effective

- Potential to become major tourist attraction (2028 Olympics)
- Short design and building time: 12-18 months estimated (after permitting)
- Long-lasting structure
- Minimal maintenance
- Economic returns for local economy
Urban Aerial Trams Worldwide

- Portland, USA
- La Paz, Bolivia
- Caracas, Venezuela
- Rio de Janeiro, Brasil
- London, UK
- Koblenz, Germany
- Barcelona, Spain
- Constantine, Algeria
- Panama
- Singapore
Portland, Oregon
Caracas, Venezuela
La Paz, Bolivia
Rio de Janeiro, Brazil | Providencia
Singapore | Jewel Cable Car Ride
Several Systems in Barcelona, Spain
Summary – Aerial Transportation System Benefits

- Cost-effective, easier to implement vs. other transit solutions
- Capacity competitive with traditional transit alternatives (4,500 riders/ per hr.)
- Utilize existing parking structures
- Reduce traffic/parking strain on DTLB and waterfront
- Easily adapts to existing built environment
- Reduced environmental impact of an aerial system compared to other forms of transit
- Proven safe and reliable technology
- Pro-forma modeling shows the system to be financially viable
Conclusion – Benefits to Long Beach

- The Wave will encourage tourism to Long Beach
- **Potential to become major attraction in time for 2028 Olympics**
- Riders/visitors need to park only one time – reducing parking capacity
- Infotainment/media on each car will provide highlights of our city and promote local business
- Special discounts on tickets to venues and local business
Thank you! Questions?

Clay Sandidge, Co-Developer
714.321.3346
Clay.Sandidge@P2SInc.com
THE WAVE

Meeting Notes

Meeting General Subject: Stakeholder Meeting
Meeting Date & Time: 2/27/21, 8:00 AM
Meeting Location: Queen Mary, Queen Salon

Attendees:
Johnny Vallejo – CoLB
Fern Nueno – CoLB
H. Delgado – Senator Lena Gonzales
Rick Cameron – POLB
Brian Polivka – CoLB Public Works
Adrian Puyolt – CoLB Public Works
Jeff Forney – CVB
Bob Maguglin – CVB
Mariah Hoffman – DLBA
John Royse – Aquarium of the Pacific
Kathleen Rvine - WCHA
Jenny Sersion – WCHA
Sally Kilbovan – Sally Kilbovan Consulting
Erik Bombard – Catalina Express
Jeremy Harris – Long Beach Area Chamber of Commerce
Morgan Gricisson – Site Centers
Wilkin Mes – Carnival Cruse
Debrah Fixen – Shorline Village
John Jenkins – Urban Commons
Fred Hulls – Urban Commons
John Thomas – QM
Mark Frances – QM
Clay Sandidge – P2S
Tony Mendoza – Chen Ryan Associates
Alex Bellehumeur – State-Wide Developers
Cliff Henke – WSP
Sam Morrissey – WSP
Al Moro – Wave
Robert Ardolino – Urban Innovations
Michael Forry – Global Community Services

Next Scheduled Meeting:
To Be Announced
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<th>Discussion &amp; Status</th>
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<td><strong>Introductions</strong></td>
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<td>Mr. Vallejo provided a general introduction of the meeting purpose, followed by self-introductions</td>
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<td><strong>Welcome Address</strong></td>
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<td>Mr. Frances graciously welcomed the participants in word and with a well appreciated continental breakfast.</td>
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<td><strong>The Wave Overview</strong></td>
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<td>Mr. Sandidge presented a high-level overview of the proposed Wave project highlighting the concepts, benefits and a variety of installations throughout the world.</td>
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<td><strong>Stakeholder Discussion and Feedback</strong></td>
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<td>Ms. Nueno facilitated stakeholder feedback and discussion regarding The Wave Gondola system. Following is a summary of the feedback provided by the Stakeholders:</td>
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<td>- System cost: Generally, the cost of a Gondola system is about ½ the cost of fixed rail transit systems and would provide 20 to 30 permanent jobs.</td>
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<td>- Federal Fund availability: Funding was secured for the project in 2008 under different programs; similar funds are still available under different names.</td>
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<td>- System Route: Various ‘touch points’ will be evaluated as part of the feasibility study. The focus will be approximately 4-station locations.</td>
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<td>- Station Footprint: The footprint will vary, depending on the size of the cabins and if a maintenance facility is part of that particular station. A 100 by 100 footprint would be normal. Other examples of the Palm Springs station which is 200 x 200 on one end, and stations that are built into a building or parking structure (effectively zero stand-alone footprint)</td>
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<td>- Cost of Similar Projects: The San Diego budget is available as a public document. A project of this nature could be $80 to $100M.</td>
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### The Wave - Stakeholder Meeting

**Meeting Date:** 2/27/2020  
**Page:** 3

| **Cabin Media:** Several suggestions for media that could be played in the cabin during the trip included a history of the QM, City, Performing Arts, Social Services, Local Businesses, Restaurants, Hotels, etc. |
| **Expanded Route:** An expanded route to destinations such as the Airport and other key City destinations. |
| **Business Model:** The structure and fund sources were of interest. Private funding with agency support will likely be required to initiate the first feasibility & Benefit Cost Analysis (roughly $500k). Once proven, other funding sources such as Federal, State and venues such as the Olympics will be engaged. |
| **Senator Gonzales’ office expressed interest in expediting the project.** |
| **Benefit to Residents:** there would be yearly and monthly pass programs for the residents providing the opportunity for a more varied downtown experience, eliminating the ‘park and repark’ cost and disincentive. |
| **Cabin storage requirements:** There would be minimal space required for cabin storage other than an off-line maintenance facility at one of the stations. |
| **Power Requirements:** the power demands are relatively small and will not require the addition of a substation, roughly ¼ MW with backup systems to avoid ‘standing’ conditions. Many alternative energy systems will be employed to pursue a ‘net-zero’ objective. |
| **Detractors:** Some opposition is to be expected, with concerns for safety, security and privacy, all of which will be addressed with both a design and in concert with Homeland Security. |
| **Managing Expectations:** Concern was expressed about projecting overly optimistic traffic projections until the feasibility study is complete. |
| **Origin and Destination:** an evaluation of what is ‘generating’ and what is ‘receiving’ traffic will be included in the feasibility study. |
| **Connection to Blue Line:** The Blue line connectivity is definitely a consideration. |
| **Other Cities’ Concerns:** Concerns expressed by other Cities included Visual Impact, Footing (depth) requirements, Wind issues. |
| **Ticket cost:** a parity with other current modes of transportation is anticipated and will be verified in the feasibility study |

### Feasibility Study

Mr. Sandidge discussed some of the issues to be considered in the proposed feasibility study including:

- Review of various venues
Coastal Commission issues  
Safety and Security, Homeland Security engagement  
Alternative transportation analysis  
The NIMBY effect (not in my back yard)  
Privacy on flyover  
Energy consumption and alternative sources  
Capacity  
Benefit-Cost Analysis  
Preliminary environmental evaluations  
Systems created/enhanced by the gondola addition  
Outreach: a wide variety of engagement will be required  
Timeline: roughly 1-year to complete the feasibility study  
Transparency: Will be essential in all aspects of the program. An advisory group was recommended to be engaged to participate. The structure could start with a 501(c)4 non-profit agreement with Urban Commons or other entity. The various team members would then be engaged under the non-profit, along with the Advisory group

**Next Steps**  
Stakeholders are encouraged to send any additional feedback to Mr. Vallejo  
Stakeholders were encouraged to share this information with other Stakeholders  
A report to City Council will be prepared for their review
SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT PROJECT UPDATE

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the Los Angeles Aerial Rapid Transit Project.

Prepared by: Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand Management, (213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920

Phillip A. Washington
Chief Executive Officer
Project History | Background

• **Spring 2018** Aerial Rapid Transit Technologies (ARTT) initiated its proposals to Metro’s Office of Extraordinary Innovation for an aerial rapid transit gondola system to connect Union Station and Dodger Stadium

• **Spring 2019** Metro agreed to act as lead agency under CEQA

• **October 2020** Metro release of Notice of Preparation, beginning EIR process
Transit Link to Dodger Stadium | Cleaner Air, Less Traffic

• Dodger Stadium is one of the region’s most visited venues

• The successful Dodger Express bus service has helped over 2 million fans to use transit on game days

• With a permanent transit link that provides game-day capacity of 10,000 to 12,000, LA ART could replace up to 3,000 trips before and after each Dodger game and Stadium event

• The sustainable, zero-emission project could reduce freeway and neighborhood street congestion and enhance community safety, while supporting clean air and sustainability goals

• Year-round operation opportunities to increase transit access for underserved communities and to parks
Modern applications of urban rapid transit have seen the evolution of aerial transit technology as a feasible mode of urban rapid transit that is among the safest transit systems in the world, as multiple redundancies ensure rider and public safety.
Gondola System Overview

LA ART system proposes passenger stations, a non-passenger junction, and towers to support the aerial cables that carry the gondola cabins, with capacity for 30-40 passengers

- High passenger capacity: detachable cabins with “3S” system
  - “3S” system includes three cables: two “track ropes” for stability and a third “haul rope” to circulate the cabins
  - Capacity to move approximately 5,500 people per hour per direction with quiet, safe, environmentally friendly system
- 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 allow for sitting or standing, are fully ADA accessible, and provide room for baby strollers and bicycles

Koblenz, Germany
Connecting Union Station, Parks/LA River, and Dodger Stadium

- Route generally located within the public right-of-way
- Starts adjacent to Union Station and El Pueblo, then follows Alameda Street in a northeast direction, flying over the Los Angeles State Historic Park to Bishops Road and then over the SR-110 to Dodger Stadium
- Stations are planned at Union Station and Dodger Stadium
- Connects the communities of El Pueblo, Chinatown, Mission Junction, Elysian Park, and Solano Canyon to Union Station, the region’s transit hub
- Potential to expand transit service in these areas with intermediate station next to Los Angeles State Historic Park
- The ride is just over 1 mile and will be short and enjoyable, with a travel time between Union Station to Dodger Stadium of about seven minutes
• LA ART provides a safe, efficient and fun alternative to driving by connecting directly to our region’s mobility hub at Union Station

• Attracts new riders to the Metro system through a unique experience connecting to Dodger Stadium

• Union Station currently hosts 36 million people per year and 100,000 daily transit riders

• Metro forecasts 72 million people per year and 200,000 daily riders in 2040

• Proposed Union Station location over Alameda Street integrates with Metro’s proposed Union Station Forecourt and Esplanade Improvements and provides connection to historic El Pueblo
LA ART Union Station Alameda Station (Concept Design)
LA ART Union Station Alameda Station
(Concept Design Viewed from Metro Proposed Forecourt with Passenger Access)
Transit Connections for Parks, LA River, and Communities

• Serving Dodger home games and events at Dodger Stadium, LA ART can also operate daily for community, park visitors, and tourists

• Consistent with Metro’s Transit to Parks Strategic Plan, LA ART has the potential to enhance transit access to Los Angeles State Historic Park, the Los Angeles River, and Elysian Park

• To advance public equity goals, LA ART has the potential to connect El Pueblo, Union Station, Chinatown, the Mission Junction area (including William Mead Homes), Cathedral High School, and Solano Canyon
  
  • Providing access to Union Station via LA ART can increase regional connectivity and access with cleaner air for these communities
High-Capacity, Zero-Emission, Quiet Operation

- LA ART offers the capacity to move approximately 5,500 people per hour per direction using environmentally friendly, zero-emission technology
- Aerial rapid transit technology is quiet, with noise from operations expected to be below background noise levels in an urban environment

Reduce Congestion and GHG Emissions, Improve Safety and Air Quality

- LA ART’s capacity could take 3,000 cars off the roads before and after each Dodger game or event at Dodger Stadium to ease congestion and improve safety on neighborhood streets and the SR-110 freeway
- Reductions in VMT and congestion lead to reduced GHG emissions and improved air quality
- The emission reductions benefit communities with economic challenges and burdened by pollution

LA ART’s goals include working with Metro to identify affordable, accessible fare opportunities for community and park access
Potential Broadway-State Historic Park Pedestrian Bridge

Metro’s L Line (Gold) ROW separates the State Historic Park from North Broadway, together with a steep grade; LA ART may be able to assist with a proposed ADA accessible pedestrian/bicycle bridge to cross over the Gold Line, creating more connections between the State Historic Park and areas of Chinatown, Cathedral High School, and Solano Canyon.
In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, LA ART would include a Park Station on Spring Street and fly northwest over the Los Angeles State Historic Park, then above Bishops Road and the 110 Freeway to Dodger Stadium.

The Spring Street Alternative would provide new transit access to the Los Angeles River, William Mead Homes, and the Los Angeles State Historic Park and environs.

Potential public benefits for Los Angeles State Historic Park under this alternative include support for the pedestrian bridge at North Broadway to provide access for walkers and bicycles who cannot access now from Broadway, and the potential to support other Park amenities such as tree planting.
The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) ROW and continue northwest, with a potential station location at the intersection of North Broadway and Bishops Road and continue above Bishops Road and the 110 Freeway to Dodger Stadium.

Public benefits being considered for the Los Angeles State Historic Park include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park, to provide access for walkers and bicycles who cannot access now from Broadway.
Both station alternatives increase transit access beyond that provided by the existing Metro Chinatown station.

The Spring Street Alternative encompasses additional areas and more River access.

Emissions benefits and increased access can be provided for the area between Union Station and Dodger Stadium, which includes disadvantaged communities identified by CalEnviroScreen 3.0 as in the top 98% of CA communities burdened by pollution.
LA ART enhances transit rider experience by providing panoramic, unique scenic views of Los Angeles and iconic Dodger Stadium.
LA ART Dodger Stadium Station (Concept Design)
• With the Notice of Preparation, expanded outreach will begin consistent with the Metro Community Outreach Plan for LA ART

• LA ART has initiated early outreach to key stakeholders along the route

• Metro staff has worked with LA ART to develop the Community Outreach Plan to expand engagement and broaden outreach during the environmental review process

• Numerous opportunities will be made available for environmental review participation
  
  o A “Virtual Open House” will be online during the NOP Scoping Period providing information about the proposed LA ART project and how to get involved
  
  o A “Virtual Scoping Meeting” will be held on October 22

• In conjunction with Metro’s NOP mailing, LA ART is mailing information to community members along the route and additional stakeholders, including a link to website information with translation available in English, Cantonese, Spanish and other languages