

# **Appendix P**

## **Design Option A Plan and Profile**

## 1.0 INTRODUCTION

The purpose of this Appendix P is to provide additional detail and graphics as to the Design Option A alignment, including portions of the alignment over public ROW, publicly owned property, and private properties. Design Option A 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. Under Design Option A, the portion of the proposed Project alignment between the Alameda Station up to the Broadway Junction is the same as under the proposed Project. This shift in the alignment is shown in the graphics provided in this Appendix P.

This Appendix P provides graphics of the Design Option A alignment maps, listed below, with larger scale insets A through D for each map, provided for informational purposes:

- **Map 1:** ANSI Requirements and Additional Separation Buffer Along Design Option A Alignment Depicting ANSI Requirements and Additional Separation Buffer;
- **Map 2:** ANSI Requirements and Additional Separation Buffer Along Design Option A Alignment Depicting Public ROW | Publicly-Owned Property and Private Property;
- **Map 3:** ANSI Requirements and Additional Separation Buffer Along Design Option A Alignment Depicting Public ROW | Publicly-Owned Property and Private Property for which Project Sponsor has an Arrangement for Aerial Rights, and Private Property for which Project Sponsor Does Not have an Arrangement for Aerial Rights; and
- **Map 4:** ANSI Requirements and Additional Separation Buffer Along Design Option A Alignment Depicting Respective Ownership of Public Property and Private Property; and the Profile.

This Appendix P also provides Design Option A aerial rights over property graphics.



This Appendix P also provides graphics of the Design Option A alignment profile graphic, with larger-scale insets A through D, provided for informational purposes.



**Table P-1: Map Key**

**Map 1:**

ANSI\* Requirements and Additional Separation Buffer Along Design Option A Alignment Depicting ANSI\* Requirements and Additional Separation Buffer

-  ANSI\* Required Aerial Rights
-  Additional Separation Buffer





**Map 2:**

ANSI\* Requirements and Additional Separation Buffer Along Design Option A Alignment Depicting Public ROW | Publicly-Owned Property and Private Property

-  Public ROW and Publicly-Owned Property
-  Private Property
-  Additional Separation Buffer








**Map 3:**

ANSI\* Requirements and Additional Separation Buffer Along Design Option A Alignment Depicting Public ROW | Publicly-Owned Property, Private Property for Which Project Sponsor Has an Arrangement For Aerial Rights, and Private Property for Which Project Sponsor Does Not Have an Arrangement for Aerial Rights

-  Public ROW and Publicly-Owned Property
-  Private Property | Project Sponsor has an arrangement with the property owner for aerial rights
-  Private Property | Project Sponsor does not have an arrangement with the property owner for aerial rights
-  Additional Separation Buffer

**Map 4:**

ANSI\* Requirements and Additional Separation Buffer Along Design Option A Alignment Depicting Respective Ownership of Public Property and Private Property

-  City ROW
-  City-owned Property
-  Metro Property
-  Caltrans Property
-  California State Parks Property
-  Private Property
-  Additional Separation Buffer



**Map 1: Overall Route**  
**ANSI\* Requirements and Additional Separation Buffer Along Design Option A**  
**Alignment Depicting ANSI\* Requirements and Additional Separation Buffer**



- ANSI\* Required Aerial Rights
- Additional Separation Buffer

**\*American National Standards Institute (ANSI) Standard B77.1 regulates vertical and horizontal clearances between the ropeway and cabins to “elements” such as vehicles, pedestrians, vegetation, buildings, and other structures.**



# Map 1 - Inset A




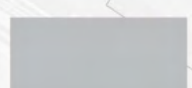
-  **ANSI\* Required Aerial Rights**
-  **Additional Separation Buffer**

Summary Graphic Showing Approximate Locations for Information Purposes



# Map 1 - Inset B



-  **ANSI\* Required Aerial Rights**
-  **Additional Separation Buffer**

Summary Graphic Showing Approximate Locations for Information Purposes

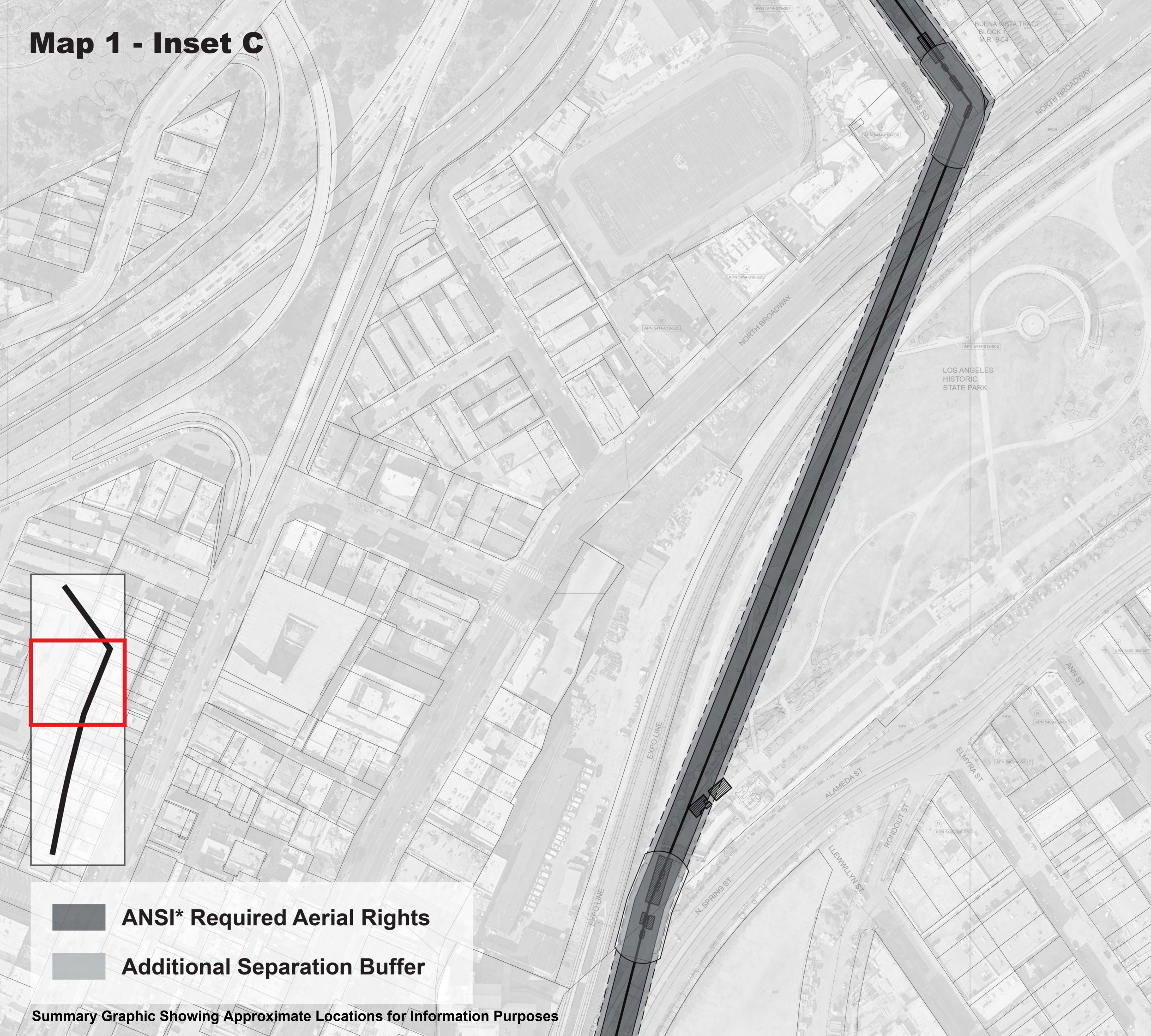


# Map 1 - Inset C



-  ANSI\* Required Aerial Rights
-  Additional Separation Buffer

Summary Graphic Showing Approximate Locations for Information Purposes

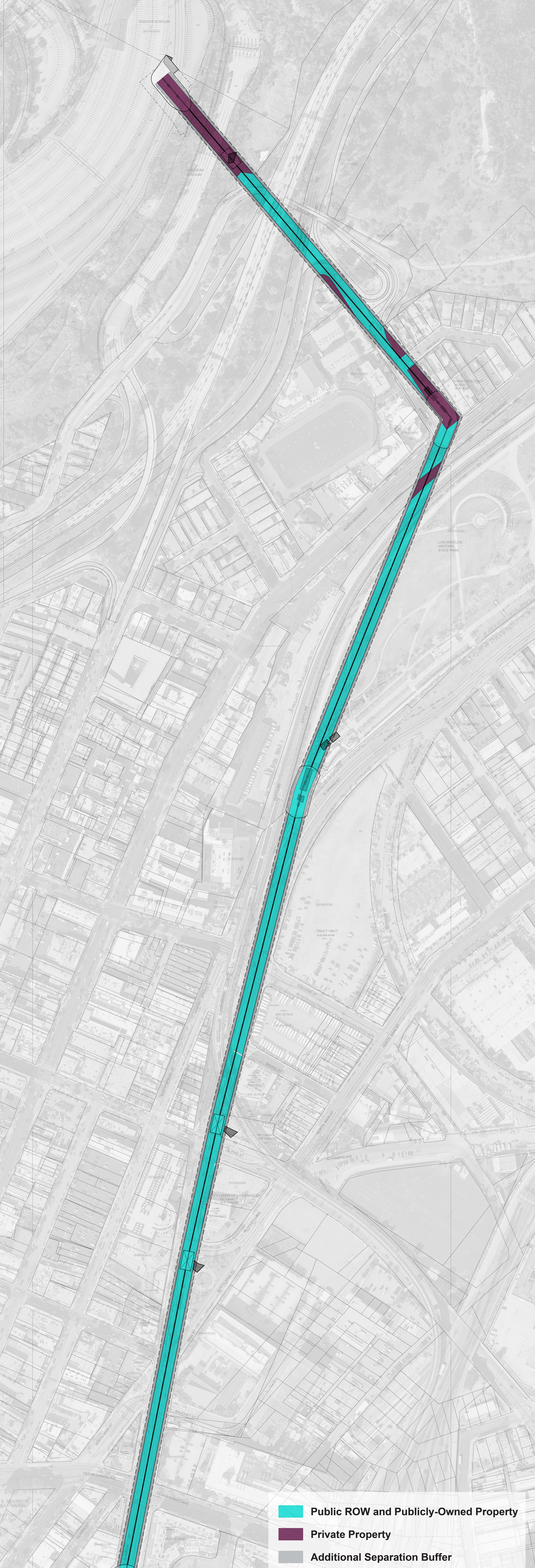








**Map 2: Overall Route**  
**ANSI\* Requirements and Additional Separation Buffer Along Design Option A**  
**Alignment Depicting Public ROW | Publicly-Owned Property and Private Property**

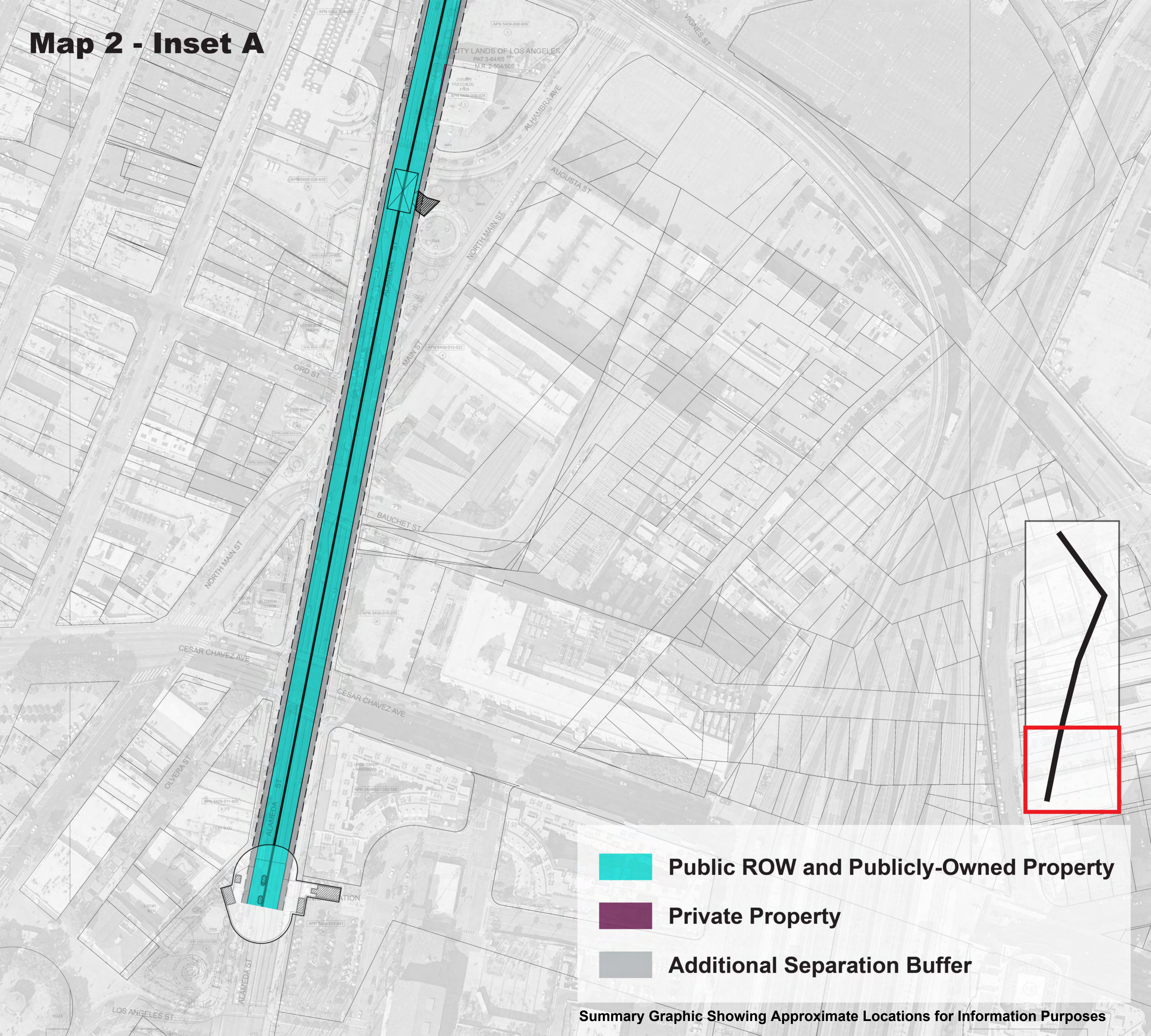


- Public ROW and Publicly-Owned Property
- Private Property
- Additional Separation Buffer

**\*American National Standards Institute (ANSI) Standard B77.1 regulates vertical and horizontal clearances between the ropeway and cabins to “elements” such as vehicles, pedestrians, vegetation, buildings, and other structures.**



# Map 2 - Inset A



-  **Public ROW and Publicly-Owned Property**
-  **Private Property**
-  **Additional Separation Buffer**

Summary Graphic Showing Approximate Locations for Information Purposes



# Map 2 - Inset B



-  **Public ROW and Publicly-Owned Property**
-  **Private Property**
-  **Additional Separation Buffer**

Summary Graphic Showing Approximate Locations for Information Purposes

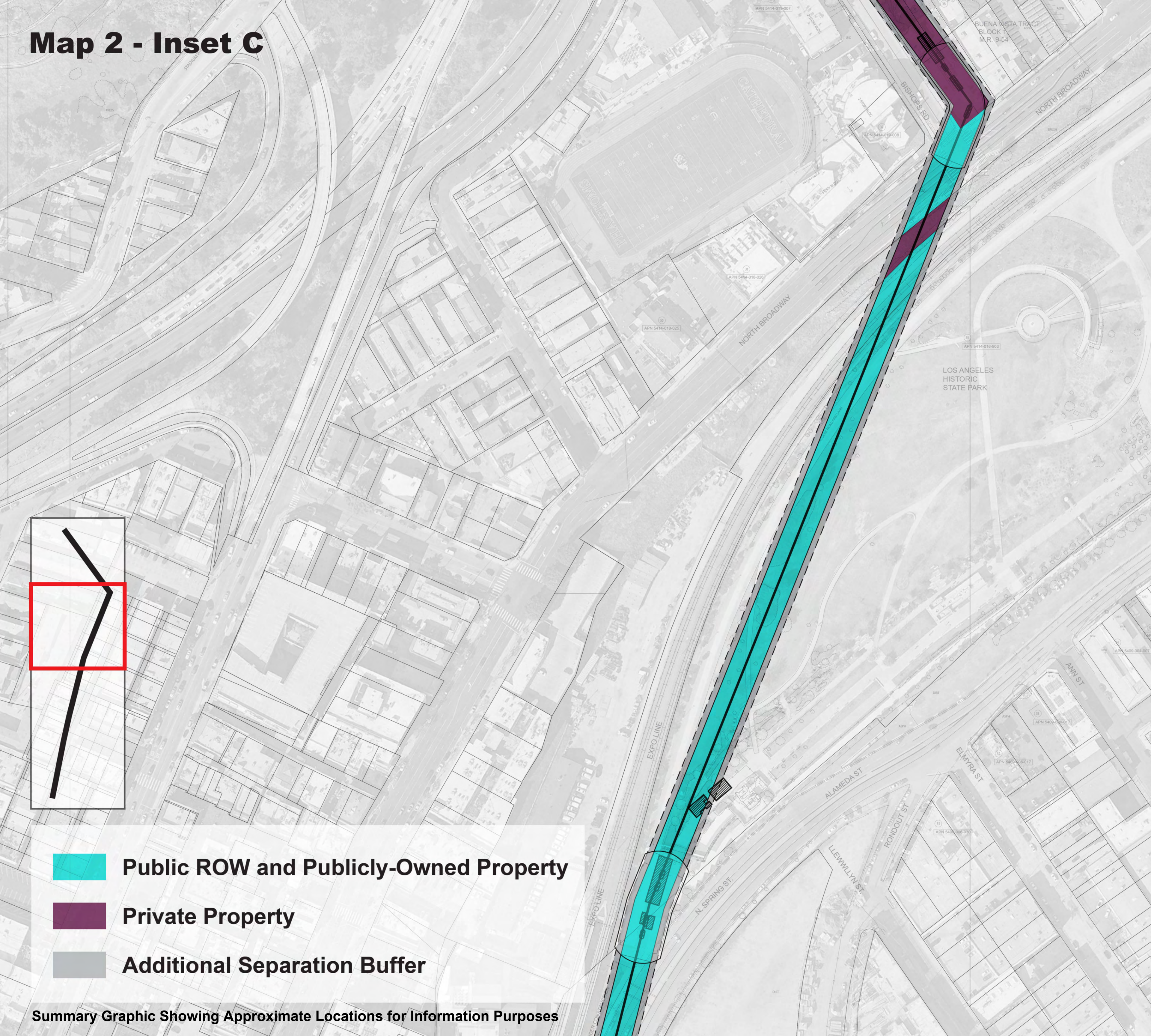


# Map 2 - Inset C



-  **Public ROW and Publicly-Owned Property**
-  **Private Property**
-  **Additional Separation Buffer**




Summary Graphic Showing Approximate Locations for Information Purposes





# Map 2 - Inset D



-  **Public ROW and Publicly-Owned Property**
-  **Private Property**
-  **Additional Separation Buffer**

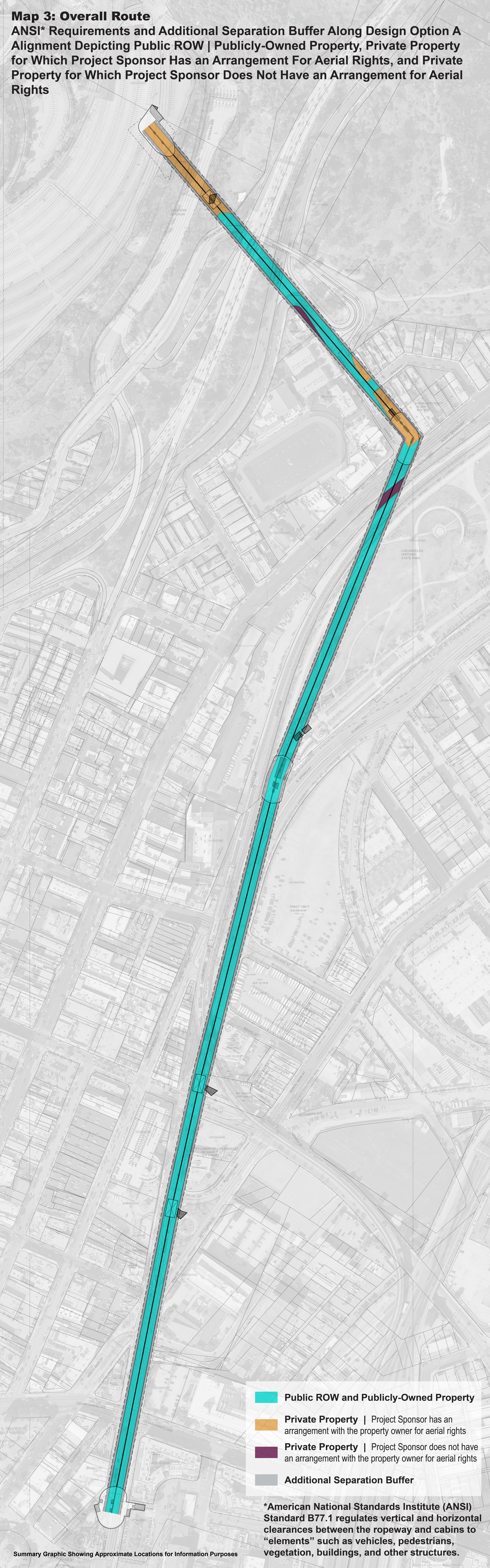
Summary Graphic Showing Approximate Locations for Information Purposes





**Map 3: Overall Route**

**ANSI\* Requirements and Additional Separation Buffer Along Design Option A Alignment Depicting Public ROW | Publicly-Owned Property, Private Property for Which Project Sponsor Has an Arrangement For Aerial Rights, and Private Property for Which Project Sponsor Does Not Have an Arrangement for Aerial Rights**



- Public ROW and Publicly-Owned Property**
- Private Property | Project Sponsor has an arrangement with the property owner for aerial rights**
- Private Property | Project Sponsor does not have an arrangement with the property owner for aerial rights**
- Additional Separation Buffer**

**\*American National Standards Institute (ANSI) Standard B77.1 regulates vertical and horizontal clearances between the ropeway and cabins to “elements” such as vehicles, pedestrians, vegetation, buildings, and other structures.**



# Map 3 - Inset A



-  **Public ROW and Publicly-Owned Property**
-  **Private Property** | Project Sponsor has an arrangement with the property owner for aerial rights
-  **Private Property** | Project Sponsor does not have an arrangement with the property owner for aerial rights
-  **Additional Separation Buffer**

Summary Graphic Showing Approximate Locations for Information Purposes



# Map 3 - Inset B



-  **Public ROW and Publicly-Owned Property**
-  **Private Property** | Project Sponsor has an arrangement with the property owner for aerial rights
-  **Private Property** | Project Sponsor does not have an arrangement with the property owner for aerial rights
-  **Additional Separation Buffer**

Summary Graphic Showing Approximate Locations for Information Purposes

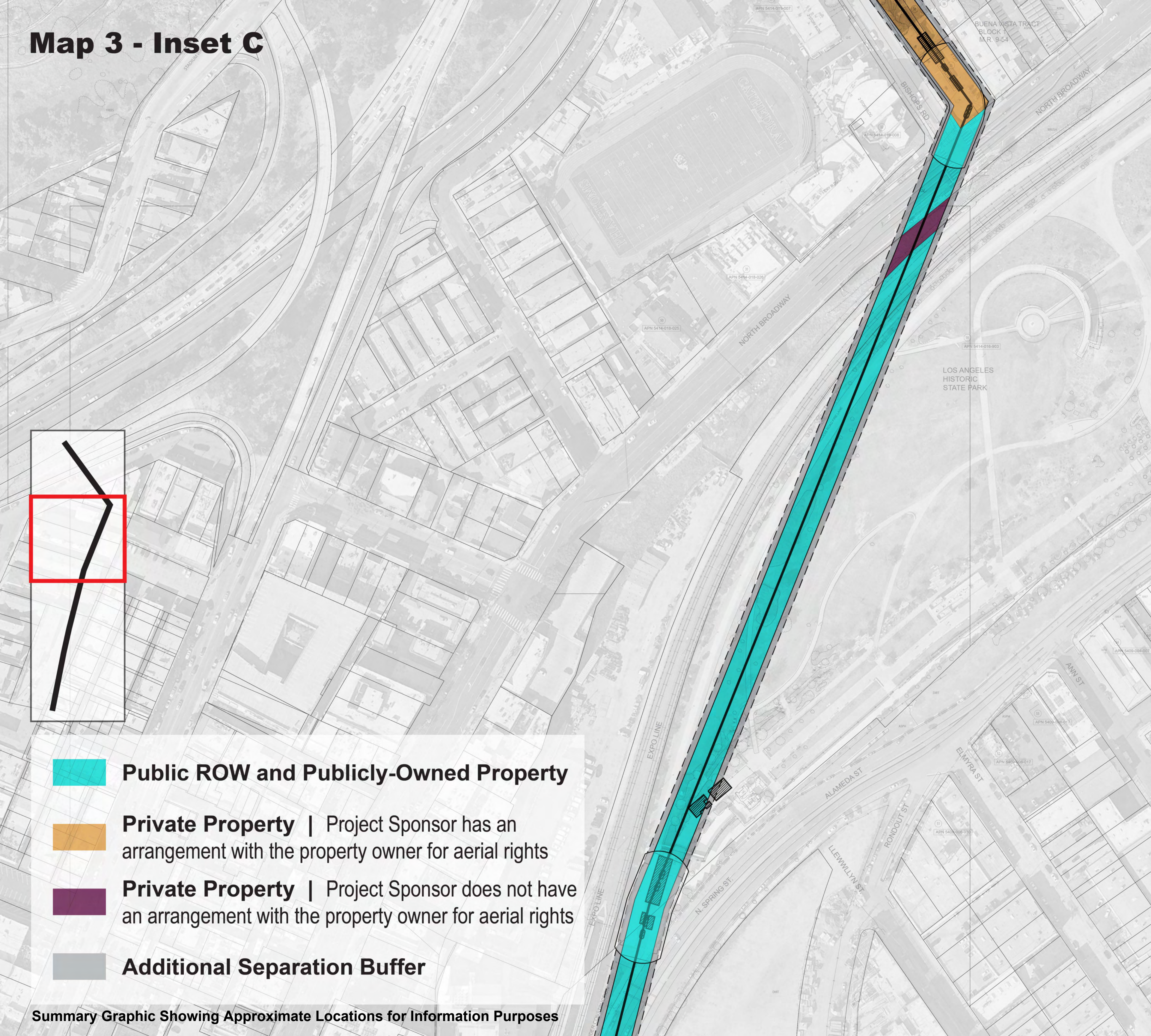


# Map 3 - Inset C



-  **Public ROW and Publicly-Owned Property**
-  **Private Property** | Project Sponsor has an arrangement with the property owner for aerial rights
-  **Private Property** | Project Sponsor does not have an arrangement with the property owner for aerial rights
-  **Additional Separation Buffer**

Summary Graphic Showing Approximate Locations for Information Purposes



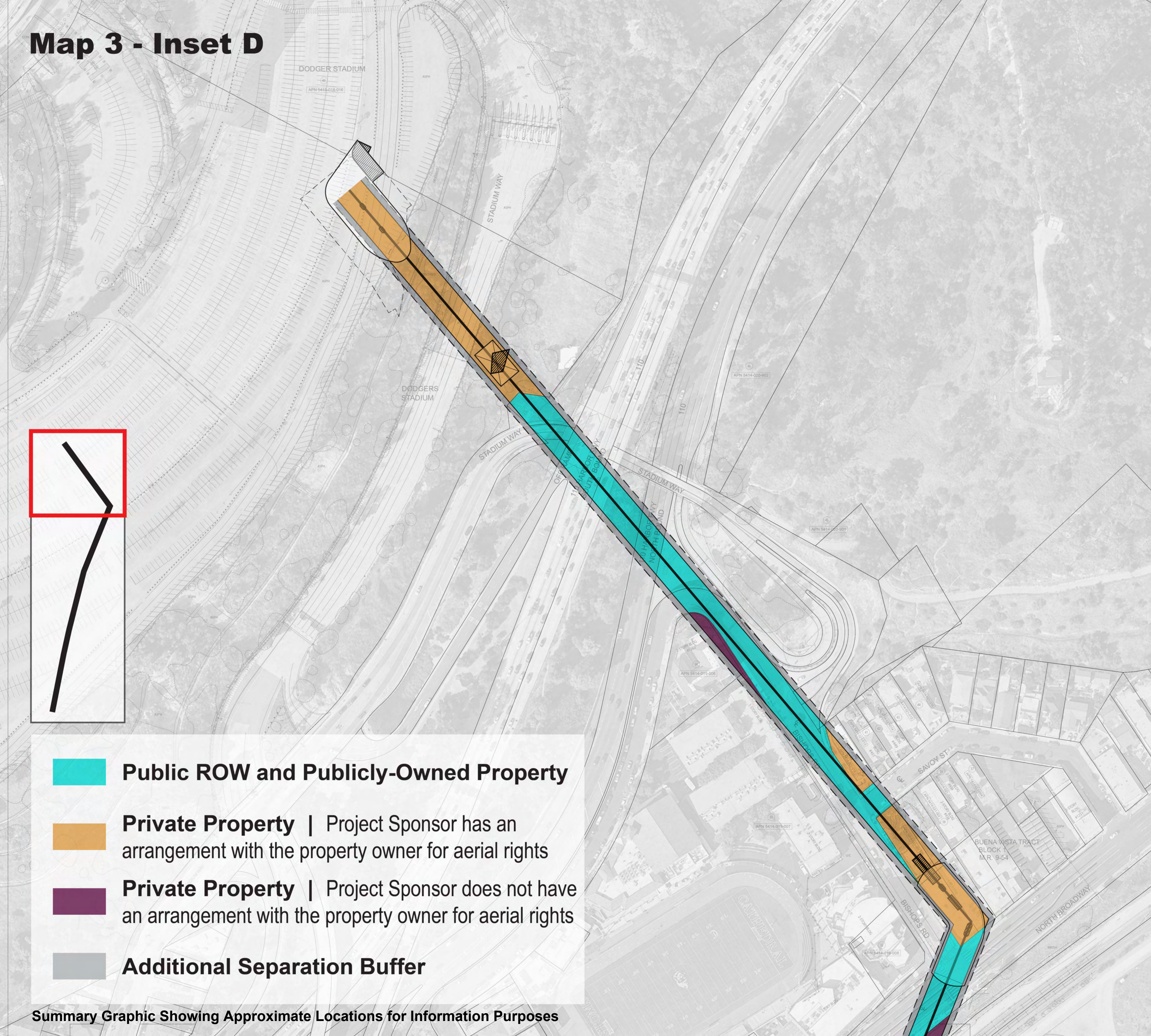


# Map 3 - Inset D



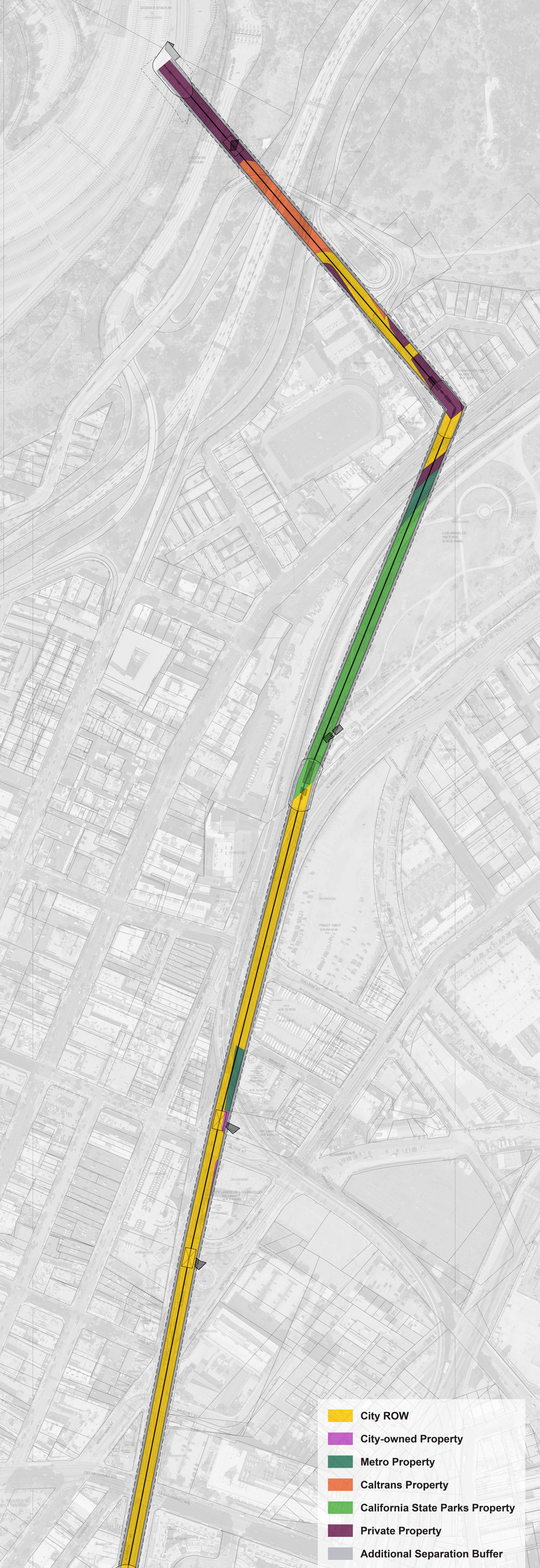
-  **Public ROW and Publicly-Owned Property**
-  **Private Property** | Project Sponsor has an arrangement with the property owner for aerial rights
-  **Private Property** | Project Sponsor does not have an arrangement with the property owner for aerial rights
-  **Additional Separation Buffer**







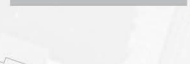
Summary Graphic Showing Approximate Locations for Information Purposes





**Map 4: Overall Route**  
**ANSI\* Requirements and Additional Separation Buffer Along Design Option A**  
**Alignment Depicting Respective Ownership of Public Property and Private**  
**Property**






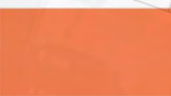


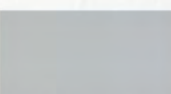
-  **City ROW**
-  **City-owned Property**
-  **Metro Property**
-  **Caltrans Property**
-  **California State Parks Property**
-  **Private Property**
-  **Additional Separation Buffer**

**\*American National Standards Institute (ANSI) Standard B77.1 regulates vertical and horizontal clearances between the ropeway and cabins to “elements” such as vehicles, pedestrians, vegetation, buildings, and other structures.**



# Map 4 - Inset A





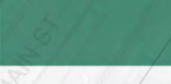



-  **City ROW**
-  **City-owned Property**
-  **Metro Property**
-  **Caltrans Property**
-  **California State Parks Property**
-  **Private Property**
-  **Additional Separation Buffer**

Summary Graphic Showing Approximate Locations for Information Purposes



# Map 4 - Inset B








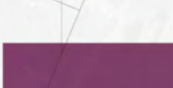

-  **City ROW**
-  **City-owned Property**
-  **Metro Property**
-  **Caltrans Property**
-  **California State Parks Property**
-  **Private Property**
-  **Additional Separation Buffer**

Summary Graphic Showing Approximate Locations for Information Purposes

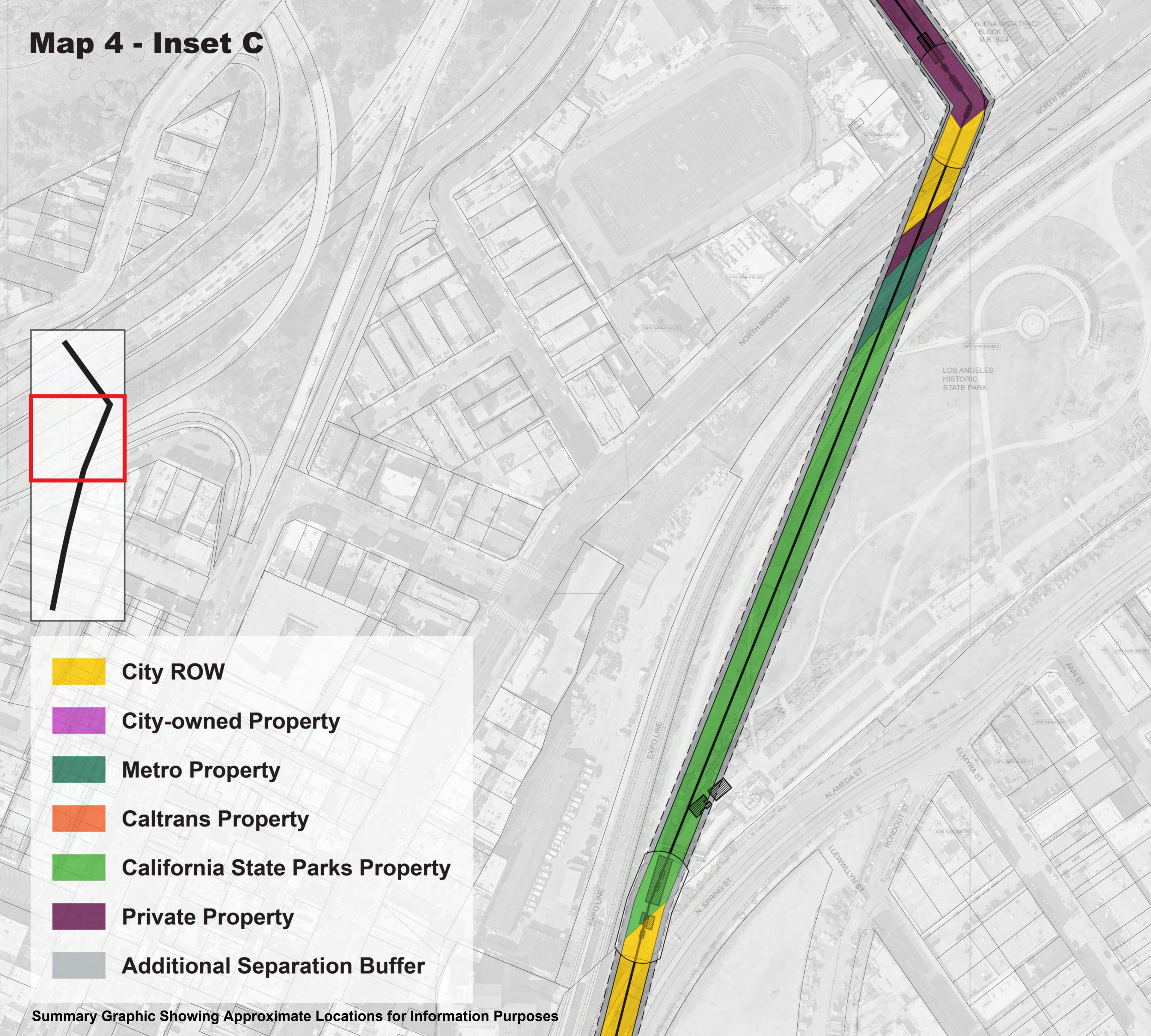


# Map 4 - Inset C



-  **City ROW**
-  **City-owned Property**
-  **Metro Property**
-  **Caltrans Property**
-  **California State Parks Property**
-  **Private Property**
-  **Additional Separation Buffer**







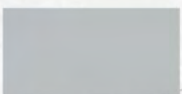
Summary Graphic Showing Approximate Locations for Information Purposes



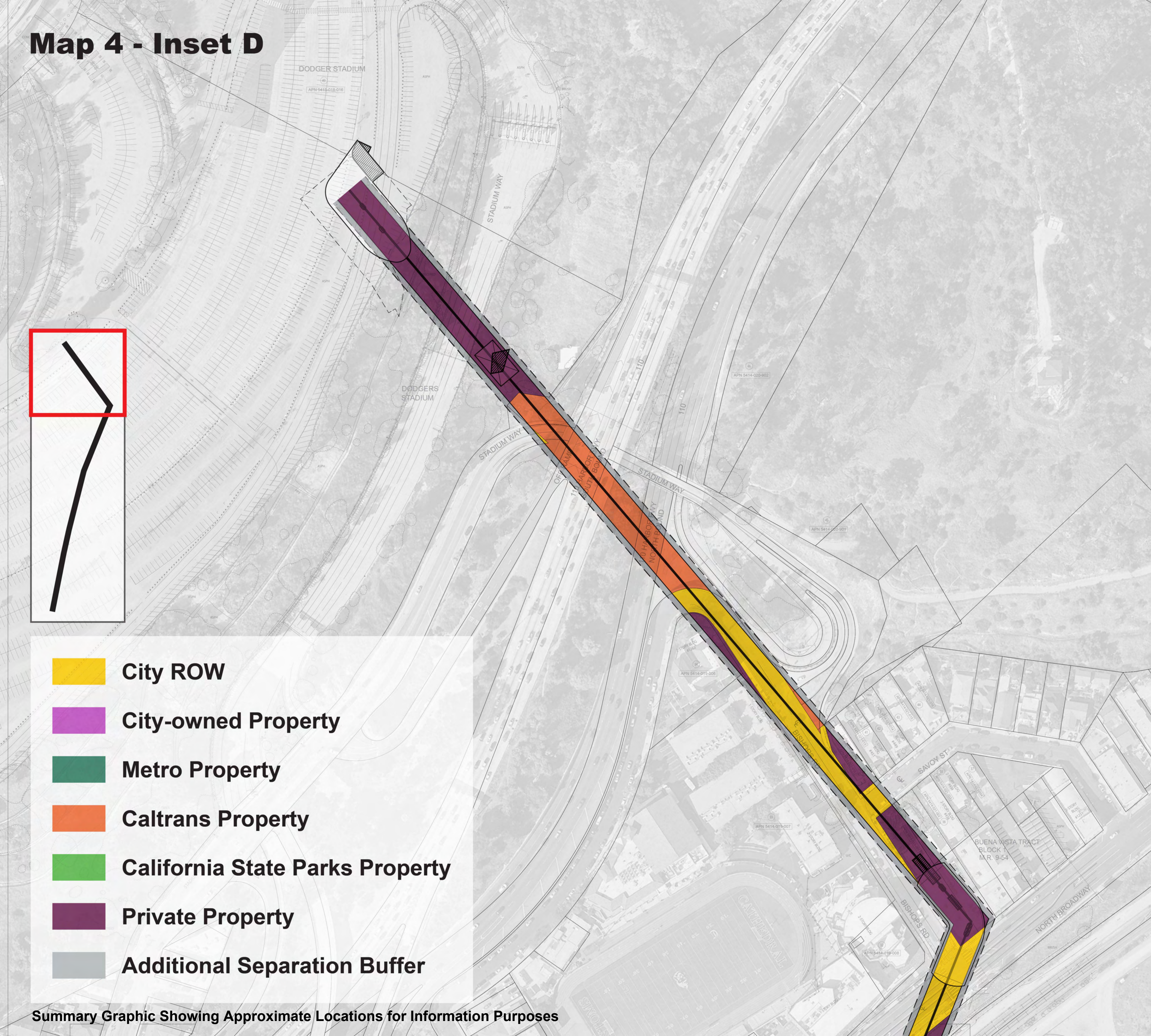


# Map 4 - Inset D



-  **City ROW**
-  **City-owned Property**
-  **Metro Property**
-  **Caltrans Property**
-  **California State Parks Property**
-  **Private Property**
-  **Additional Separation Buffer**

Summary Graphic Showing Approximate Locations for Information Purposes





**Address:**

1028 N. Alameda St

**Aerial Rights Over Property:**

■ ANSI\* Required Aerial Rights: 190 sqft

■ Additional Separation Buffer\*\*\*

**Approximate Heights:**

Cable Height: 171 ft

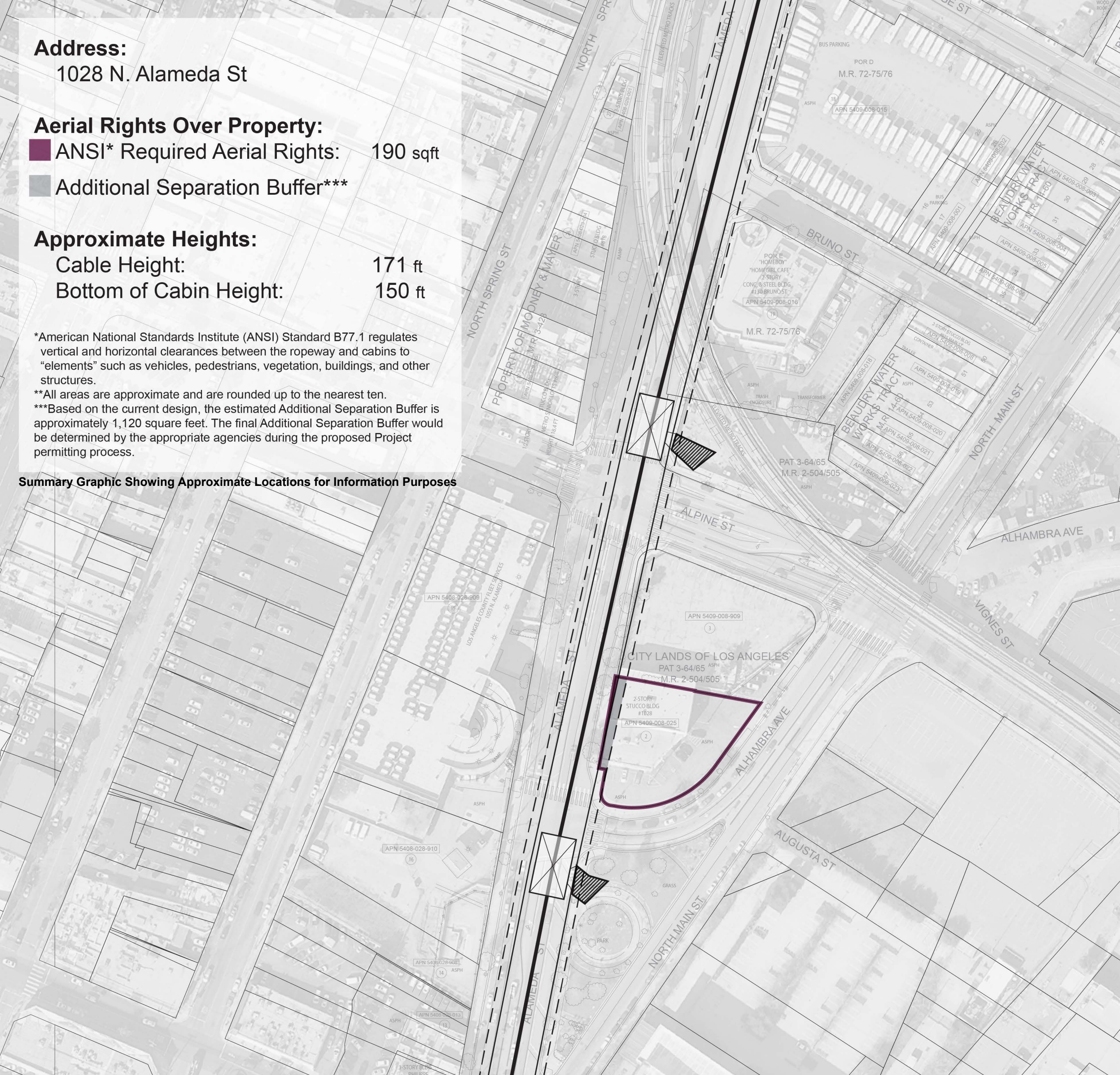
Bottom of Cabin Height: 150 ft

\*American National Standards Institute (ANSI) Standard B77.1 regulates vertical and horizontal clearances between the ropeway and cabins to "elements" such as vehicles, pedestrians, vegetation, buildings, and other structures.

\*\*All areas are approximate and are rounded up to the nearest ten.

\*\*\*Based on the current design, the estimated Additional Separation Buffer is approximately 1,120 square feet. The final Additional Separation Buffer would be determined by the appropriate agencies during the proposed Project permitting process.

Summary Graphic Showing Approximate Locations for Information Purposes





**Address:**

903 N. Main St

**Aerial Rights Over Property:**

ANSI\* Required Aerial Rights: 700 sqft

Additional Separation Buffer\*\*\*

**Approximate Heights:**

Cable Height: 170 ft

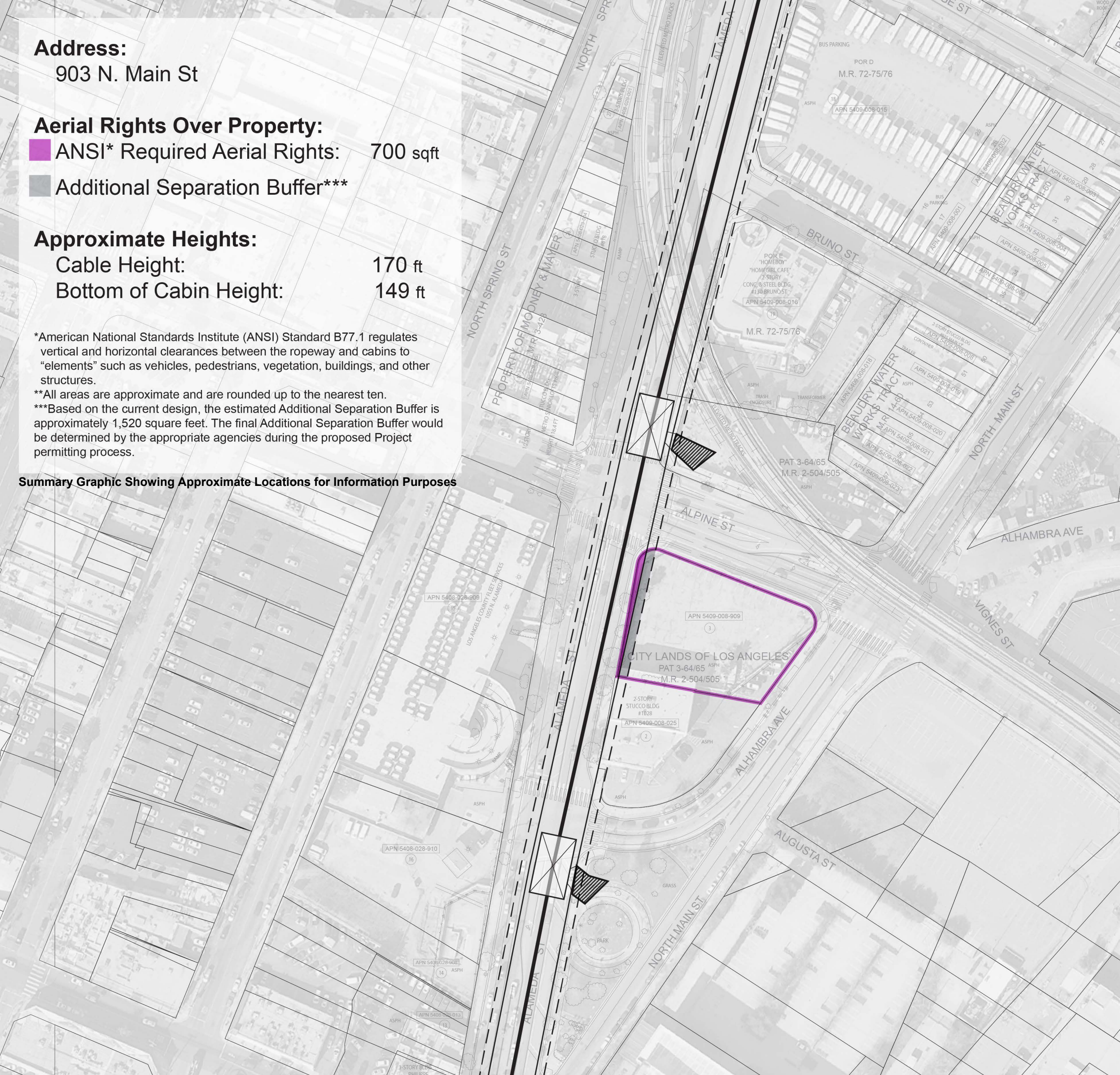
Bottom of Cabin Height: 149 ft

\*American National Standards Institute (ANSI) Standard B77.1 regulates vertical and horizontal clearances between the ropeway and cabins to "elements" such as vehicles, pedestrians, vegetation, buildings, and other structures.

\*\*All areas are approximate and are rounded up to the nearest ten.

\*\*\*Based on the current design, the estimated Additional Separation Buffer is approximately 1,520 square feet. The final Additional Separation Buffer would be determined by the appropriate agencies during the proposed Project permitting process.

Summary Graphic Showing Approximate Locations for Information Purposes





**Address:**

901 N. Main St

**Aerial Rights Over Property:**

ANSI\* Required Aerial Rights: 1,120 sqft

Additional Separation Buffer\*\*\*

**Approximate Heights:**

Cable Height: 175 ft

Bottom of Cabin Height: 154 ft

**Footprint Within Property:**

Footprint: 1,030 sqft

**Structure Above Within Property:**

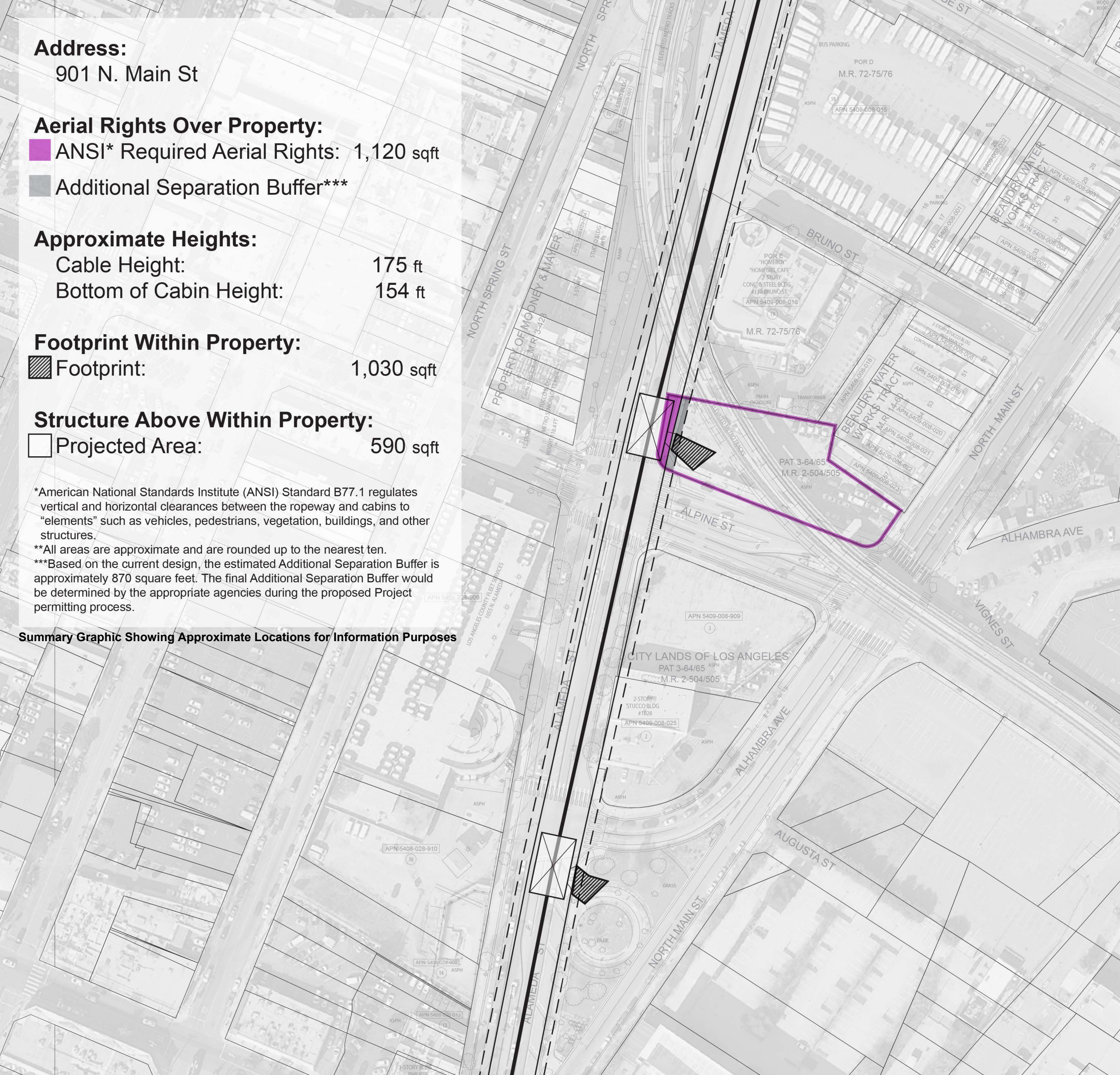
Projected Area: 590 sqft

\*American National Standards Institute (ANSI) Standard B77.1 regulates vertical and horizontal clearances between the ropeway and cabins to "elements" such as vehicles, pedestrians, vegetation, buildings, and other structures.

\*\*All areas are approximate and are rounded up to the nearest ten.

\*\*\*Based on the current design, the estimated Additional Separation Buffer is approximately 870 square feet. The final Additional Separation Buffer would be determined by the appropriate agencies during the proposed Project permitting process.

Summary Graphic Showing Approximate Locations for Information Purposes





**Address:**

1251 N. Spring St

**Aerial Rights Over Property:**

■ ANSI\* Required Aerial Rights: 3,730 sqft

■ Additional Separation Buffer\*\*\*

**Approximate Heights:**

Cable Height: 65 ft

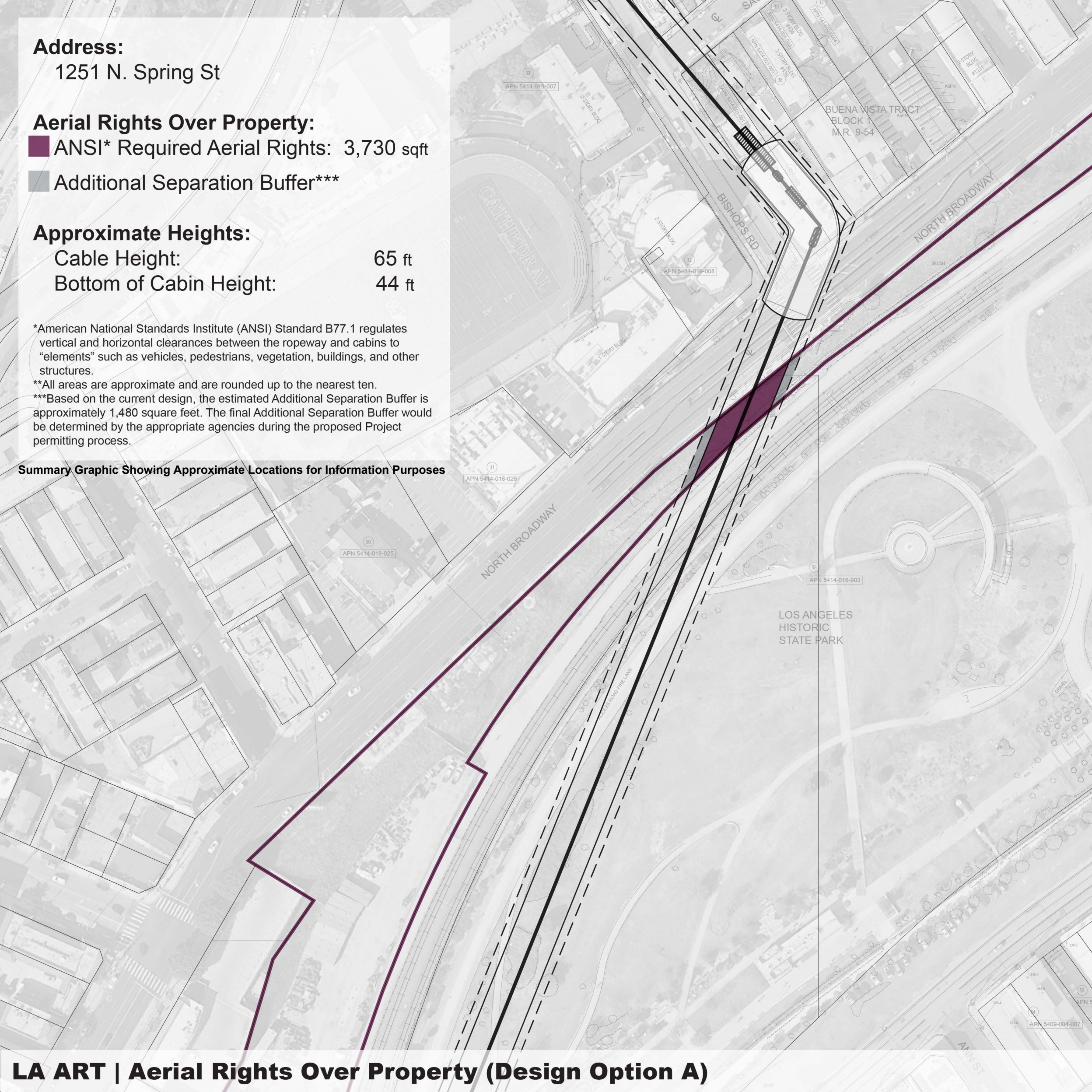
Bottom of Cabin Height: 44 ft

\*American National Standards Institute (ANSI) Standard B77.1 regulates vertical and horizontal clearances between the ropeway and cabins to “elements” such as vehicles, pedestrians, vegetation, buildings, and other structures.

\*\*All areas are approximate and are rounded up to the nearest ten.

\*\*\*Based on the current design, the estimated Additional Separation Buffer is approximately 1,480 square feet. The final Additional Separation Buffer would be determined by the appropriate agencies during the proposed Project permitting process.

Summary Graphic Showing Approximate Locations for Information Purposes





**Address:**

1201 N. Broadway^

**Aerial Rights Over Property:**

■ ANSI\* Required Aerial Rights: 13,840 sqft

■ Additional Separation Buffer\*\*\*

**Approximate Heights:**

Cable Height: 67 ft

Bottom of Cabin Height: 46 ft

**Footprint Within Property:**

▨ Footprint: 1,460 sqft

**Structure Above Within Property:**

□ Projected Area: 8,160 sqft

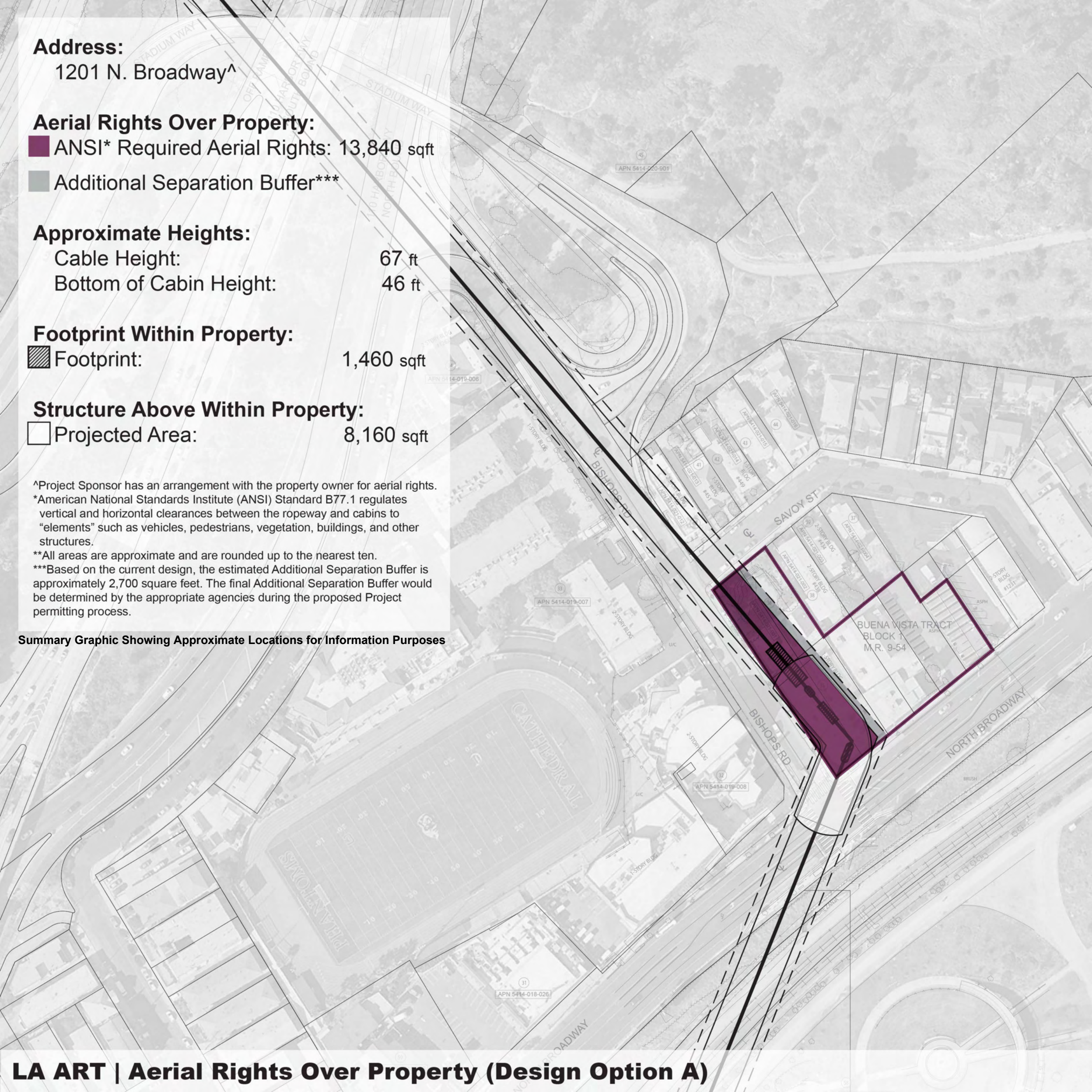
^Project Sponsor has an arrangement with the property owner for aerial rights.

\*American National Standards Institute (ANSI) Standard B77.1 regulates vertical and horizontal clearances between the ropeway and cabins to "elements" such as vehicles, pedestrians, vegetation, buildings, and other structures.

\*\*All areas are approximate and are rounded up to the nearest ten.

\*\*\*Based on the current design, the estimated Additional Separation Buffer is approximately 2,700 square feet. The final Additional Separation Buffer would be determined by the appropriate agencies during the proposed Project permitting process.

Summary Graphic Showing Approximate Locations for Information Purposes






**Address:**

455 Savoy St<sup>^</sup>

**Aerial Rights Over Property:**

 ANSI\* Required Aerial Rights: 2,540 sqft

 Additional Separation Buffer\*\*\*

**Approximate Heights:**

Cable Height: 68 ft

Bottom of Cabin Height: 47 ft

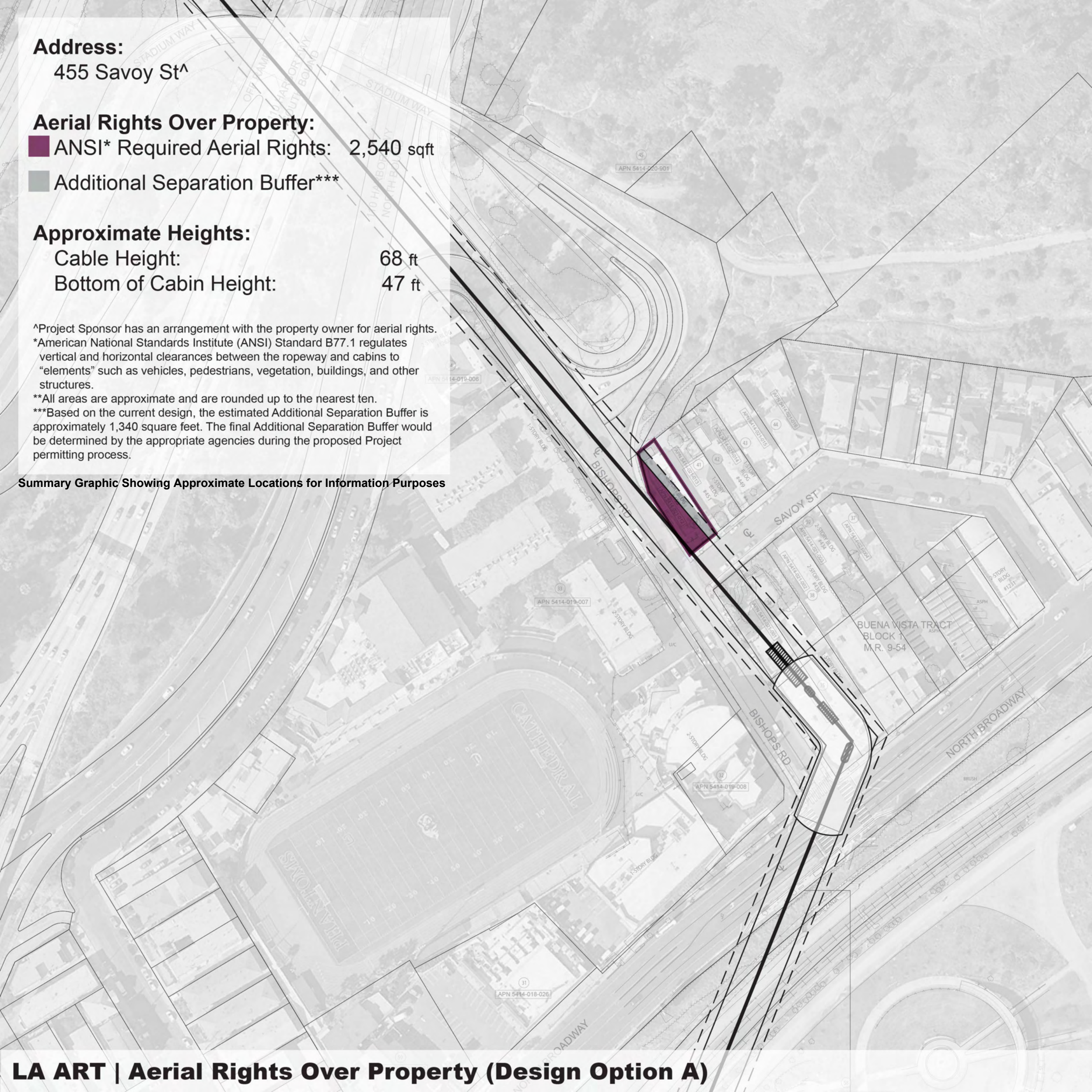
<sup>^</sup>Project Sponsor has an arrangement with the property owner for aerial rights.

\*American National Standards Institute (ANSI) Standard B77.1 regulates vertical and horizontal clearances between the ropeway and cabins to “elements” such as vehicles, pedestrians, vegetation, buildings, and other structures.

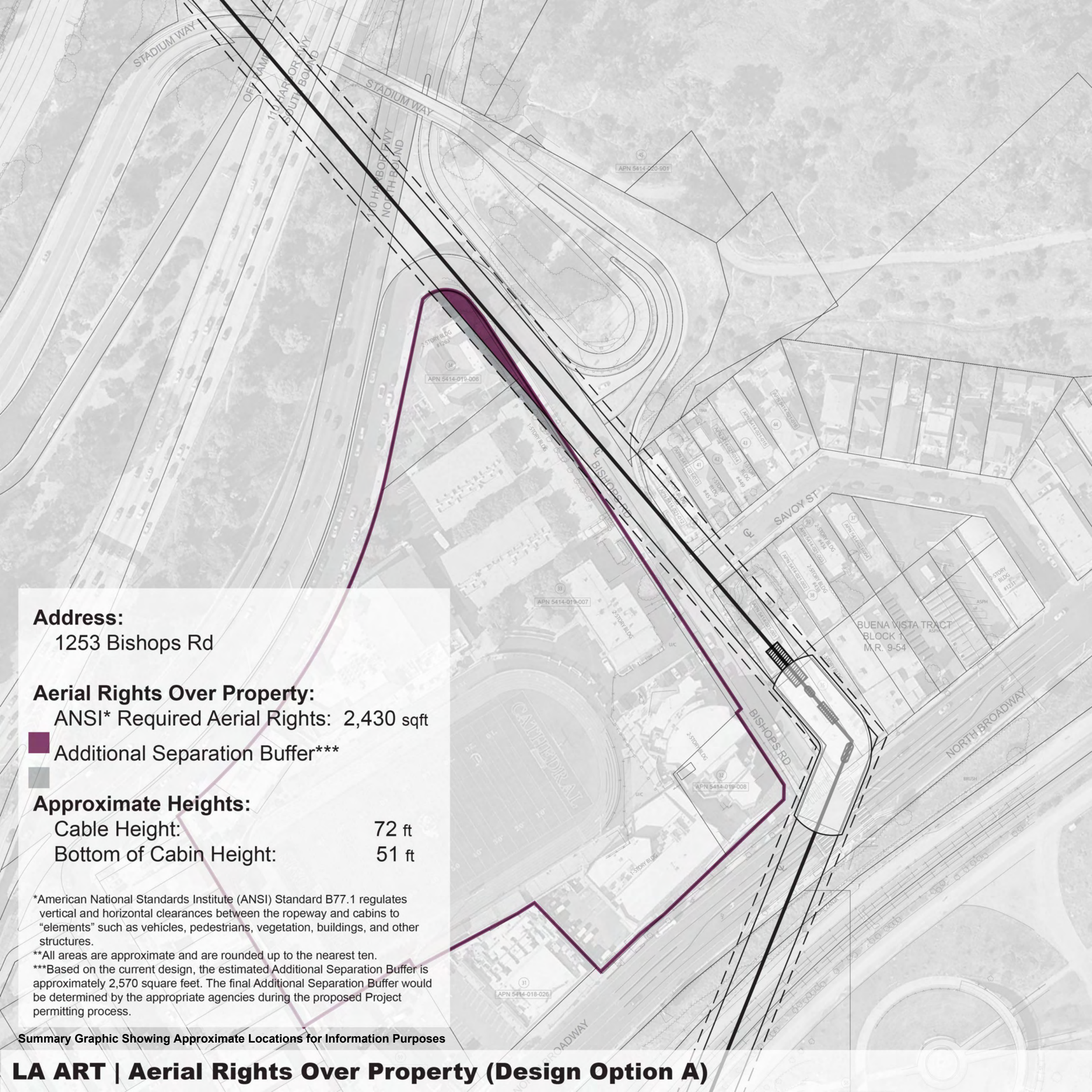
\*\*All areas are approximate and are rounded up to the nearest ten.

\*\*\*Based on the current design, the estimated Additional Separation Buffer is approximately 1,340 square feet. The final Additional Separation Buffer would be determined by the appropriate agencies during the proposed Project permitting process.

Summary Graphic Showing Approximate Locations for Information Purposes







**Address:**

1253 Bishops Rd

**Aerial Rights Over Property:**

ANSI\* Required Aerial Rights: 2,430 sqft

■ Additional Separation Buffer\*\*\*

**Approximate Heights:**

Cable Height: 72 ft

Bottom of Cabin Height: 51 ft

\*American National Standards Institute (ANSI) Standard B77.1 regulates vertical and horizontal clearances between the ropeway and cabins to "elements" such as vehicles, pedestrians, vegetation, buildings, and other structures.

\*\*All areas are approximate and are rounded up to the nearest ten.

\*\*\*Based on the current design, the estimated Additional Separation Buffer is approximately 2,570 square feet. The final Additional Separation Buffer would be determined by the appropriate agencies during the proposed Project permitting process.

Summary Graphic Showing Approximate Locations for Information Purposes



**Address:**

1800 W Stadium Way<sup>^</sup>

**Aerial Rights Over Property:**

■ ANSI\* Required Aerial Rights: 24,980 sqft

■ Additional Separation Buffer\*\*\*

**Approximate Heights:**

Cable Height: 60 ft

Bottom of Cabin Height: 39 ft

**Footprint Within Property:**

▨ Total Footprint: 28,640 sqft

Station Footprint: 27,770 sqft

Tower Footprint: 870 sqft

**Structure Above Within Property:**

□ Total Projected Area: 18,500 sqft

Station Projected Area: 16,020 sqft

Tower Projected Area: 2,480 sqft

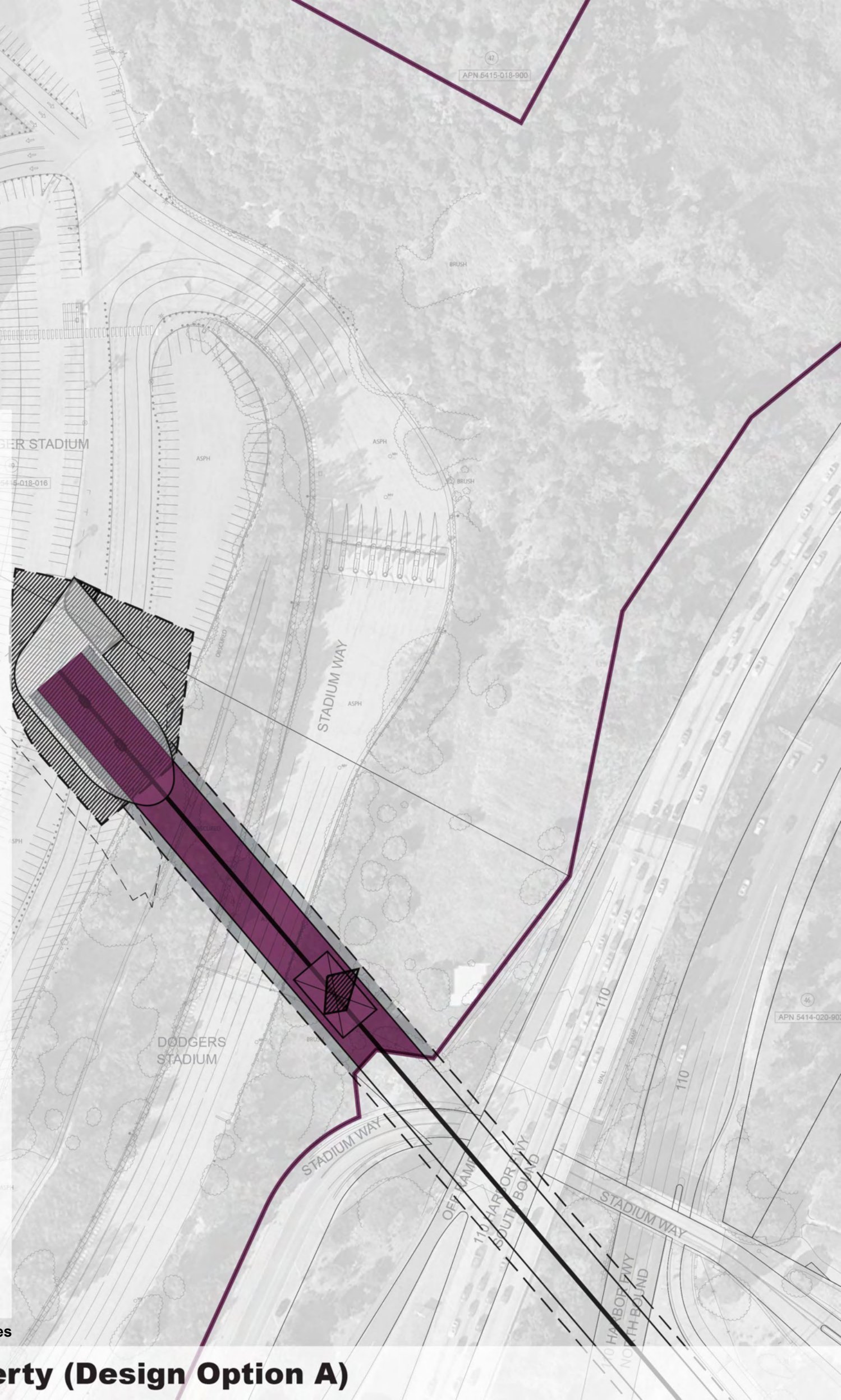
<sup>^</sup>Project Sponsor has an arrangement with the property owner for aerial rights

\*American National Standards Institute (ANSI) Standard B77.1 regulates vertical and horizontal clearances between the ropeway and cabins to "elements" such as vehicles, pedestrians, vegetation, buildings, and other structures.

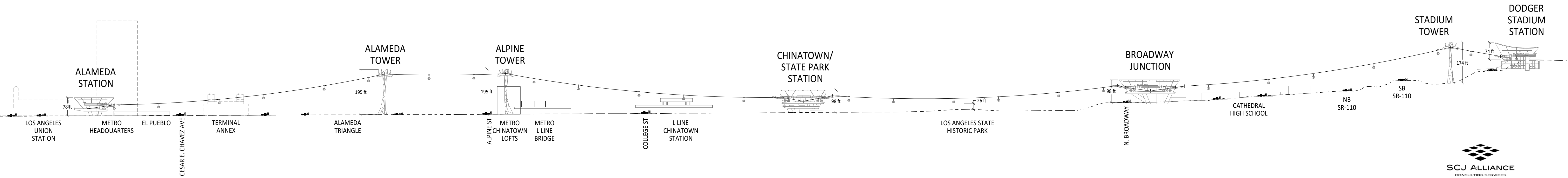
\*\*All areas are approximate and are rounded up to the nearest ten.

\*\*\*Based on the current design, the estimated Additional Separation Buffer is approximately 9,610 square feet. The final Additional Separation Buffer would be determined by the appropriate agencies during the proposed Project permitting process.

Summary Graphic Showing Approximate Locations for Information Purposes

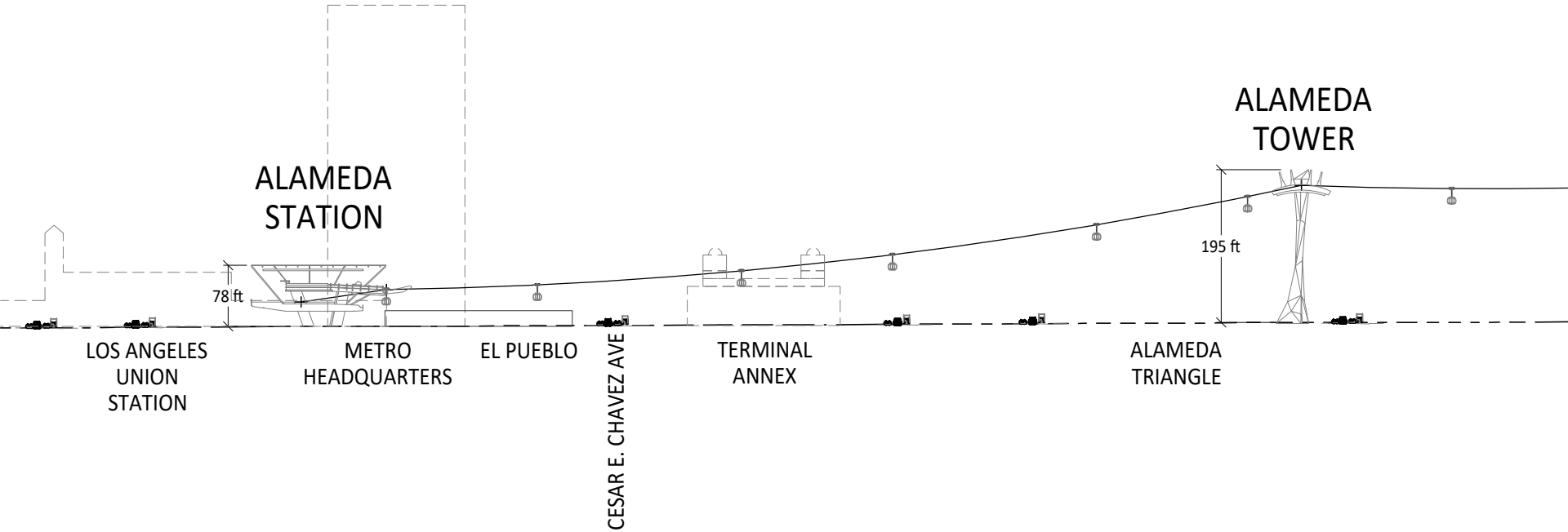




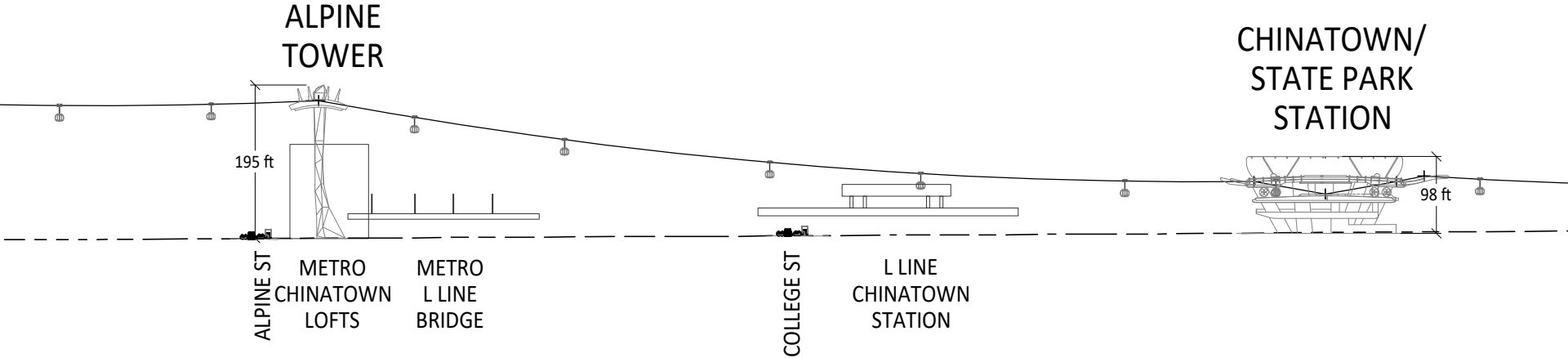


SCALE 1" = 200'

# Alignment Profile - Inset A



# Alignment Profile - Inset B

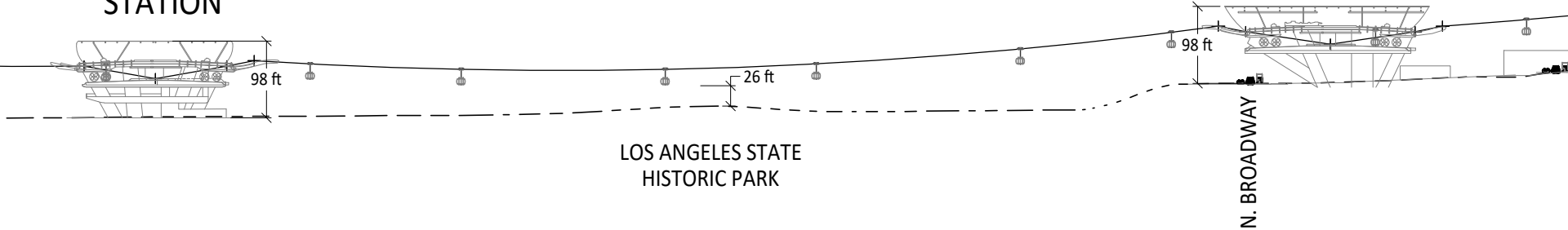




# Alignment Profile - Inset C

CHINATOWN/  
STATE PARK  
STATION

BROADWAY  
JUNCTION



LOS ANGELES STATE  
HISTORIC PARK

N. BROADWAY





# Alignment Profile - Inset D

