



HOLLYWOOD

Next stop: key rail connections.

K LINE NORTHERN EXTENSION

Draft Environmental Impact Report
Virtual Public Hearing
August 15, 2024



Interpretation Available



► Via Zoom

- Click on the “Interpretation” icon
- **Pick the language you would like to listen to (Spanish/Russian)**

Interpretacion en español

Vía Zoom

- Haga click en el icono – “interpretación”
- **Escoja la opción para escuchar en español**

Перевод на русский язык в программе Zoom

- Нажмите на иконку “Interpretation”(«перевод»)
- **Выберите опцию “Russian language” («Русский язык»)**

Housekeeping

Today's meeting is being recorded.



▶ Attendee cameras are off and microphones are muted.



▶ During the meeting, comments can be submitted using the **Q&A** icon. **(Hold comments until the end)**



▶ Oral public comments following the presentation. Please use the 'raise hand' icon.

Thanks for joining us!

▶ Presentation

▶ **Public Comments on Draft Environmental Impact Report (EIR)**

- Metro will accept public comments (verbal or written)
- All comments will be responded to in the Final EIR

▶ **Please comment on Draft EIR from July 23rd - September 5th**

- **Mail:** Metro, c/o Roger Martin, One Gateway Plaza, MS 99-22-5, Los Angeles, CA 90012
- **Phone:** 213.418.3093
- **Email:** Klinenorth@metro.net

Stages of Project Development



► Metro is leading the environmental review process under CEQA

- Initiated public scoping for Draft EIR in Spring 2021
- Received approximately 1,450 comments to date
- Gathering public comments on Draft EIR through September 5th
- Will continue to receive input on the project to share with the Metro Board

Public Hearing Guidelines

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

- Respect the format of the meeting and allow everyone an opportunity to comment
- Turn off cell phones and background noise when speaking
- Treat fellow community members, agency representatives, Metro staff and others with respect
- Address all comments to Metro staff and consultants – not to other attendees
- Maintain a conversational tone

Project Overview & Update



Metro

K Line Northern Extension (KNE) Overview

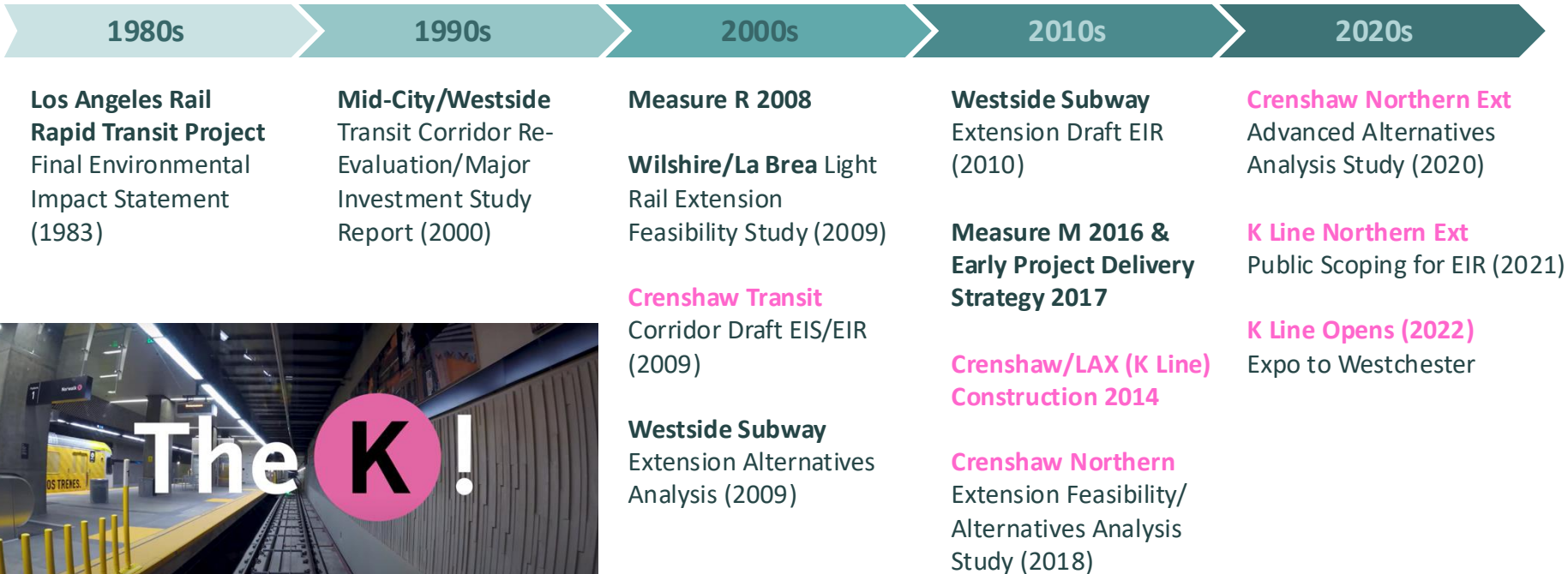
- ▶ Extends the K Line north from E to B Line
- ▶ Closes gap in regional transit network
- ▶ Connects 4 Metro Rail lines and 6 of the top 10 busiest bus lines in LA County
- ▶ Serves major employment/activity centers
- ▶ **Measure M: \$2.24 Billion (2015\$)**
 - 2041 Groundbreaking
 - 2047-2049 Opening
- ▶ **Draft EIR Release July 2024**
 - Draft EIR to inform selection of LPA
 - Local efforts underway to identify additional funding & financing strategies to accelerate project per the Measure M Early Project Delivery Strategy



NOTE: Diagram illustrates potential future rail connections with implementation of K Line Northern Extension Project.

Project History

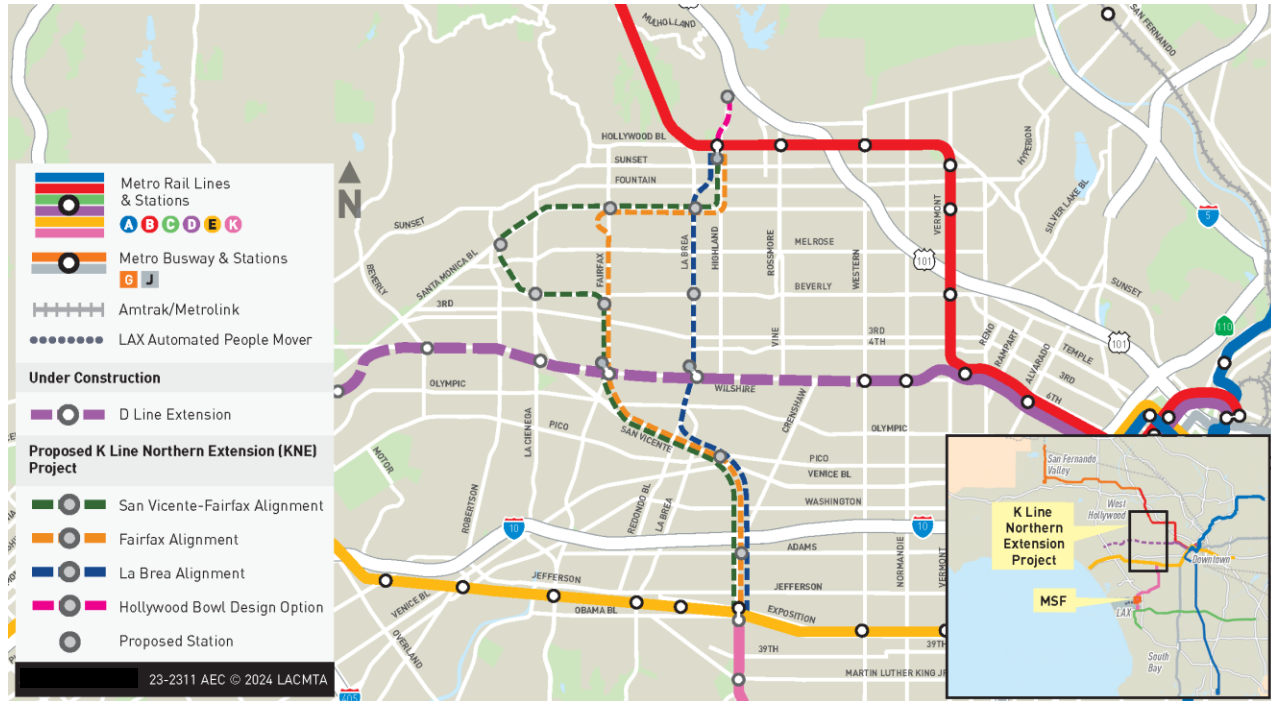
Metro has completed numerous studies aimed at addressing regional and local transit connectivity in Central Los Angeles and the Westside



K Line Northern Extension

Draft EIR evaluates three underground light rail alignments equally

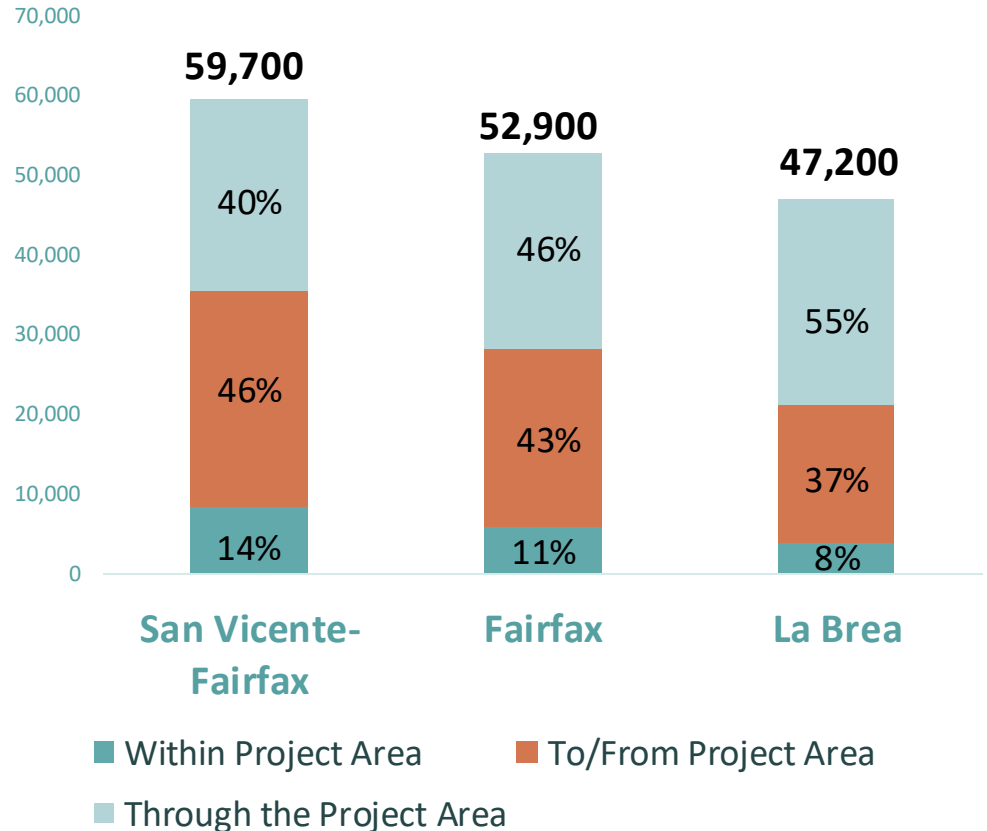
- ▶ San Vicente-Fairfax
 - 10 miles, 9 stations
- ▶ Fairfax
 - 8 miles, 7 stations
- ▶ La Brea
 - 6 miles, 6 stations
- ▶ Optional Terminus and Additional Station at Hollywood Bowl
- ▶ Expansion of Maintenance Yard (Division 16) near LAX



Daily Project Trips in 2045

**Project would generate
~47,000 to 60,000 daily trips**

- ▶ 65% of trips would be made by low-income riders
- ▶ Majority of trips would serve regional riders traveling into, out of, or through the Project area



Project Provides Travel Benefits Across the Region

Coming from (Origins)



Going to (Destinations)

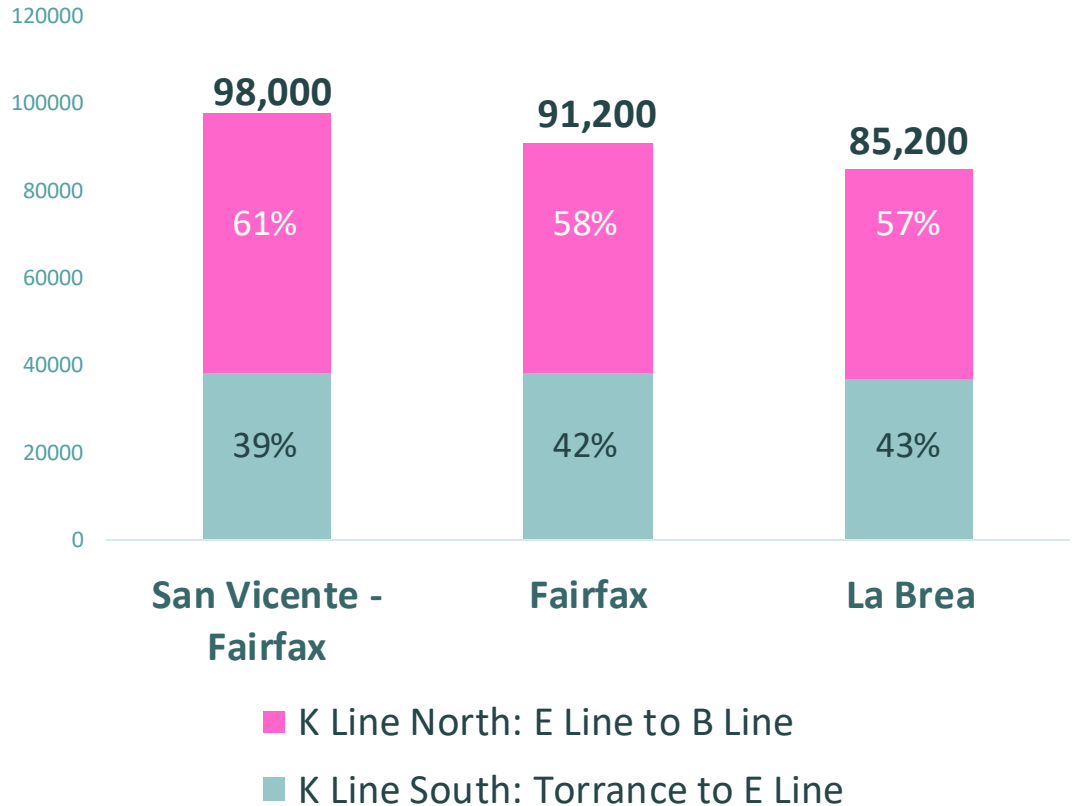


Shows areas that would receive travel benefits (time savings) using the Fairfax Alignment

Daily K Line Trips in 2045

Project would provide major boost to K Line ridership, leveraging previous rail investments

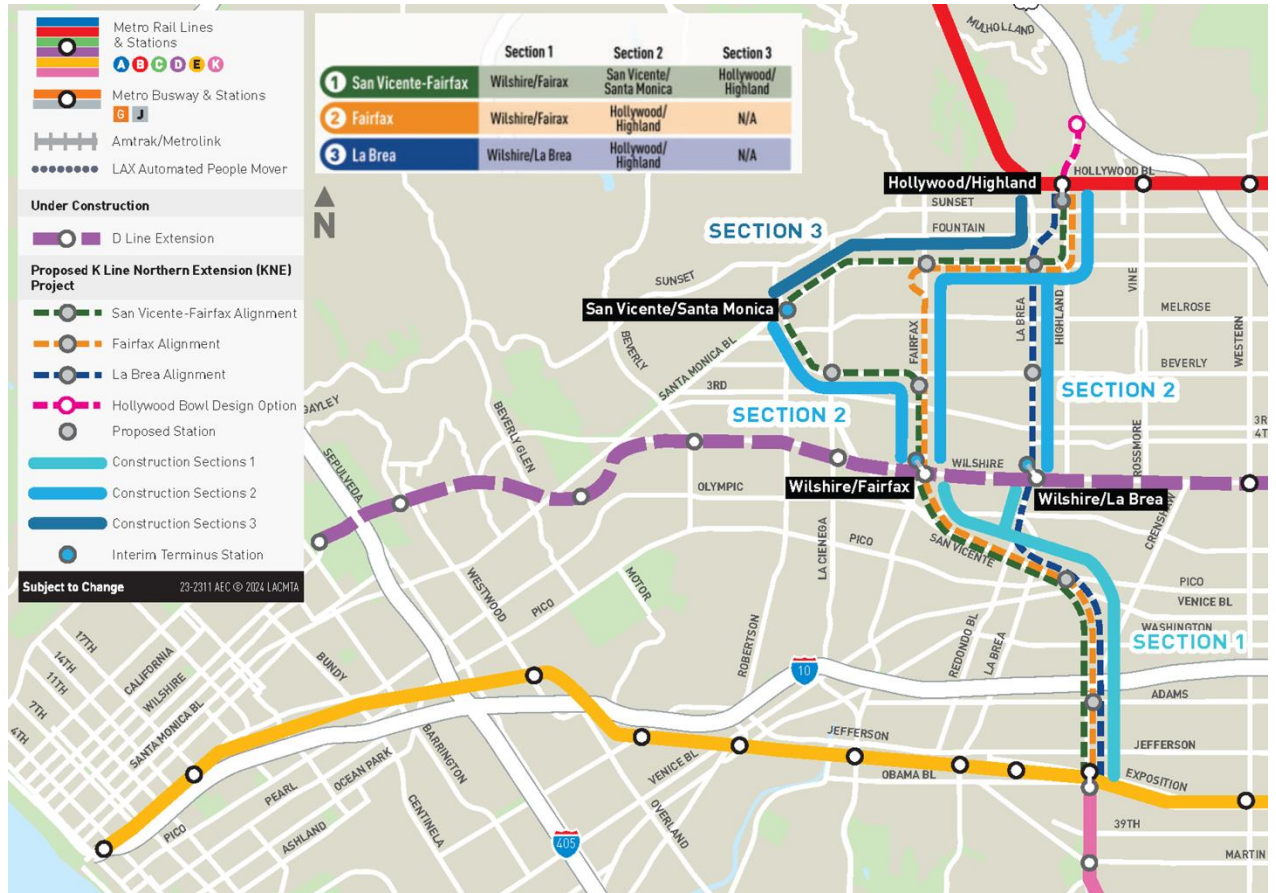
- ▶ With Project, full K Line estimated to serve ~85,000 to 98,000 daily trips in 2045
- ▶ Project would provide 57% to 61% of all daily trips on K Line



Project Implementation Approach

Based on constructability needs, project would be implemented in sections

- ▶ Number of sections would vary based on alignment
- ▶ Initial section would connect to D Line
- ▶ 8-12 years to construct each section



Construction & Tunnels

- ▶ Trains would travel underground in tunnels
- ▶ Tunnel boring machines (TBMs) would construct two side-by-side tunnels (~20' in diameter)
- ▶ Depths range from 40' to over 100' to the top of the tunnel
- ▶ Rail tracks are 20' below the top of tunnel
- ▶ Noise and vibration dissipate based on track design, depth and ground conditions



“Harriet” the tunnel boring machine at the K Line Leimert Park Station

Subway Tunnels in Metro System

- ▶ Metro A/E, B, D and K Lines travel underground in tunnels
- ▶ Some segments travel under private property to:
 - Connect to stations at major centers and destinations
 - Allow for large radius turns for operations and construction
 - Provide most direct route, reduce cost, noise



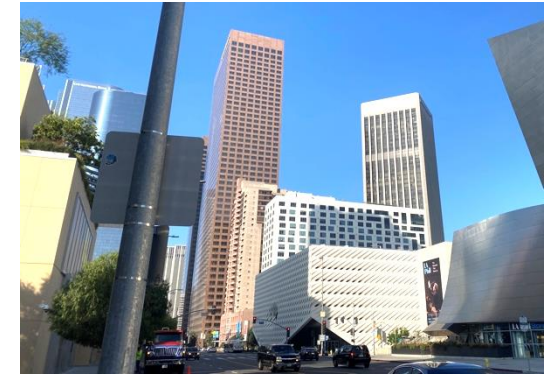
Leimert Park



Beverly Hills (D Line)



Westwood (D Line)



**DTLA, Colburn School & The Broad
(A/E Lines)**

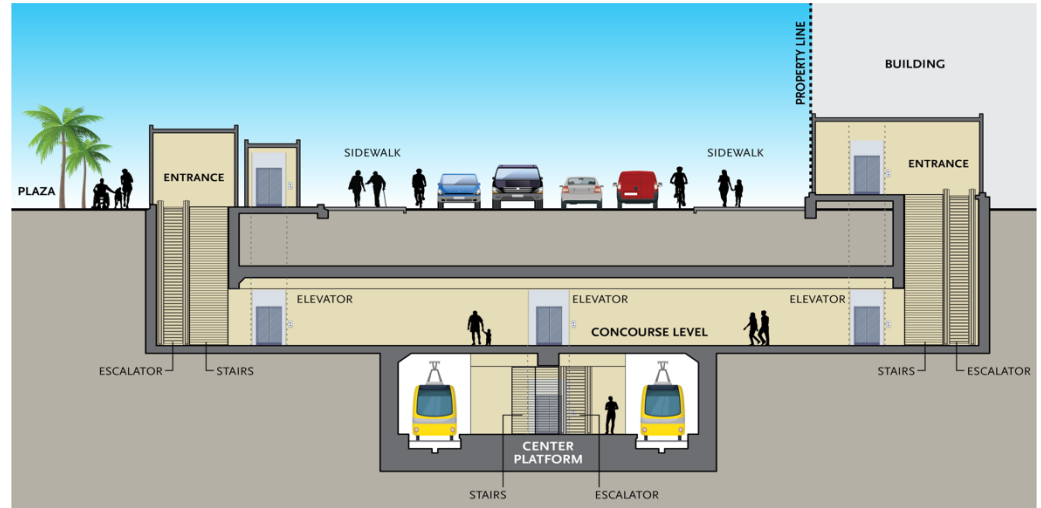
Metro's Experience with Tunneling

- ▶ Work with experts on Tunnel Advisory Panel to advise on international best practices and innovations
- ▶ Operate trains below sensitive uses with no impacts
- ▶ Conduct tests and monitoring to ensure safety
- ▶ Recent projects have minimal to no claims for tunneling, no known claims from operations due to noise & vibration



Station Design

- ▶ Metro would build one entrance per station
- ▶ Station design includes knock-out panels to allow for future station entrances
- ▶ Station entrances could be located in plazas or integrated into buildings or future development



Station Plaza: Little Tokyo



Historic Buildings

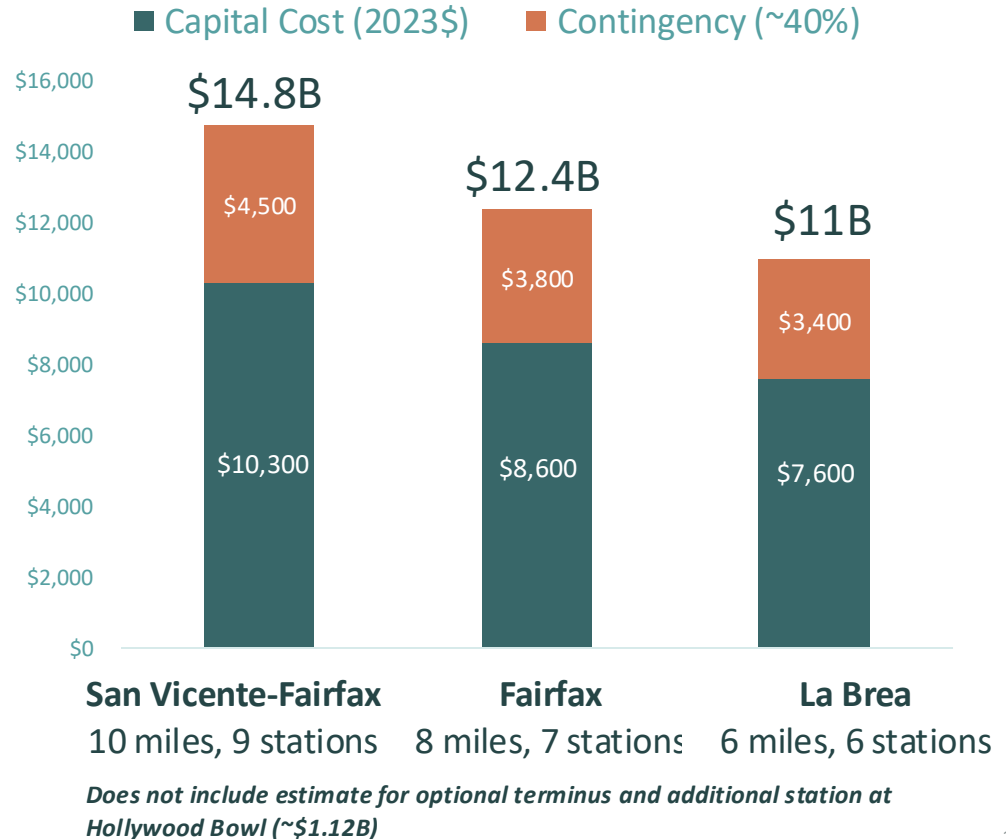


Metro Joint Development

Capital Cost Estimate for K Line Northern Extension

- ▶ Preliminary capital cost estimates based on the designs in the Draft EIR
- ▶ Follow FTA guidance for ~15% level of design to address three components:
 - **Construction costs** (\$2023) including materials, labor, equipment, real estate, professional services
 - **Contingency** (~40% of construction cost based on current level of design)
 - **Escalation** (not shown) would be based on market conditions and year of expenditure

Early stages of design have higher contingency and less certainty about cost. Cost estimates will be refined as project design advances based on the LPA (selected by the Metro Board)



Summary of Draft EIR



Metro

What is a Draft Environmental Impact Report?

Draft EIR

Informs the public and decision-makers of potential impacts to the environment when considering a project decision

Project Description

- ▶ Objectives
- ▶ Project Design & Footprint
- ▶ Construction Methods & Duration
- ▶ Operations & Maintenance

Analysis

- ▶ Regulations
- ▶ Existing conditions
- ▶ Future conditions
- ▶ Potential Impacts
 - Construction
 - Operations
 - Cumulative
- ▶ Mitigation measures

Environmental Resources Evaluated

The Draft EIR identifies project impacts on the environment and addresses the following topics:

- ▶ Aesthetics
- ▶ Air Quality
- ▶ Biological Resources
- ▶ Communities, Population, & Housing
- ▶ Cultural Resources
- ▶ Paleontological Resources
- ▶ Energy
- ▶ Geology and Soils
- ▶ Greenhouse Gas Emissions
- ▶ Growth Inducing Impacts
- ▶ Hazards & Hazardous Materials
- ▶ Hydrology and Water Quality
- ▶ Land Use and Planning
- ▶ Mineral Resources
- ▶ Noise and Vibration
- ▶ Public Services and Recreation
- ▶ Transportation
- ▶ Tribal Cultural Resources
- ▶ Utilities and Service Systems
- ▶ Cumulative Impacts
- ▶ Other Resources per CEQA



Draft EIR discloses potential project impacts on the environment:

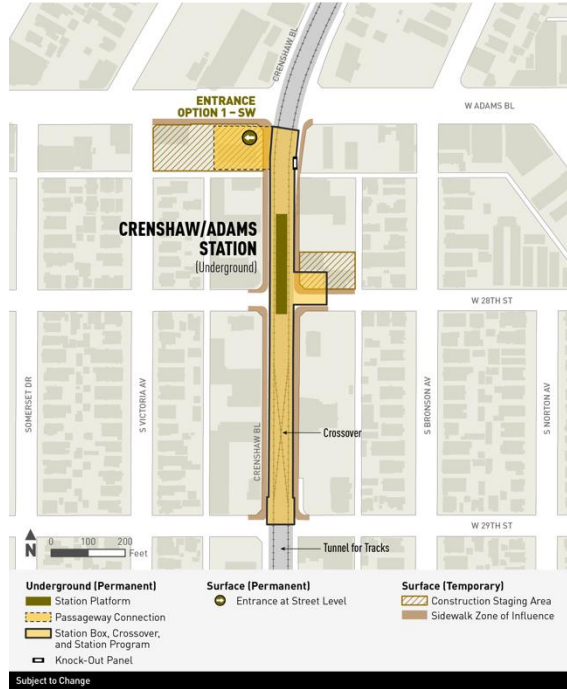
- No Impact
- Less than significant
- Less than significant after mitigation
- Significant and unavoidable

Project Footprint

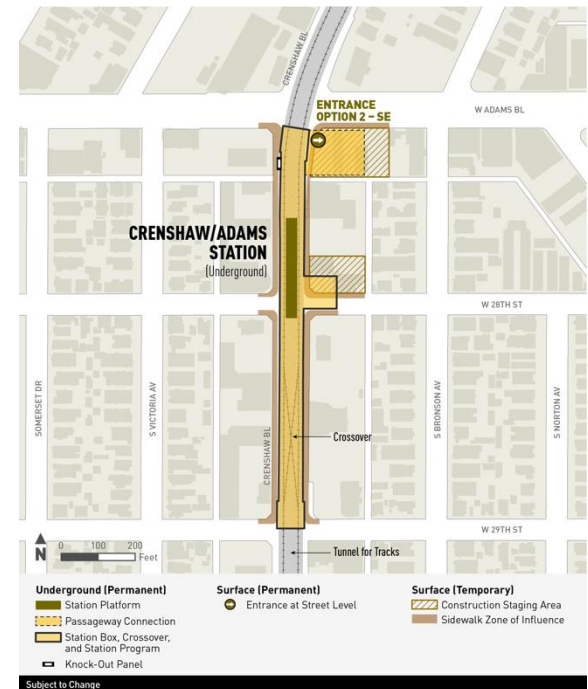
Draft EIR identifies multiple sites for station entrances and construction staging to allow for flexibility

- ▶ Not all properties identified would be needed
- ▶ Station sites (1 to 2 acres, on average)
- ▶ Tunnel boring machine sites (3 to 4 acres, on average)

Entrance Option 1



Entrance Option 2



Affected Properties

- ▶ **Draft EIR identifies properties that *may* be needed to construct and/or operate project and intended use:**
 - Temporary (construction)
 - Permanent (operations)
 - Easements (below ground, overhead, access)
- ▶ Draft EIR takes conservative approach and includes options to allow for flexibility in the future
- ▶ Many steps ahead to refine list of properties based on LPA selection by Metro Board, completion of environmental review process, and project approval by the Metro Board



More information:
www.metro.net/about/property-acquisition/

Summary of Potential Environmental Impacts

Two potentially significant and unavoidable impacts during construction

- Paleontological Resources
- Cultural Resources

No significant impacts during operations

Level of Impact	During Construction	During Operations
Significant & Unavoidable Impact	<ul style="list-style-type: none"> • Paleontological Resources • Cultural Resources 	<ul style="list-style-type: none"> • None. All potential impacts can be mitigated to less than significant
Less than Significant Impact with Mitigation	<ul style="list-style-type: none"> • Biological Resources • Hazards & Hazardous Materials • Noise & Vibration • Public Services & Recreation • Tribal Cultural Resources 	<ul style="list-style-type: none"> • Hazards & Hazardous Materials
No Impact/Or Less than Significant	<ul style="list-style-type: none"> • Aesthetics • Air Quality • Communities, Population, & Housing • Energy • Geology and Soils • Greenhouse Gas Emissions • Growth Inducing Impacts • Hydrology & Water Quality • Land Use & Planning • Transportation • Utilities & Service Systems 	<ul style="list-style-type: none"> • Aesthetics • Air Quality • Biological Resources • Communities, Population & Housing • Cultural & Paleontological Resources • Energy • Geology and Soils • Greenhouse Gas Emissions • Growth Inducing Impacts • Hydrology & Water Quality • Land Use & Planning • Noise & Vibration • Public Services & Recreation • Transportation • Tribal Cultural Resources • Utilities & Service Systems

Paleontological Resources: Construction Impact

Applies to all alignments for tunneling:

Underground tunnel boring could potentially destroy a unique paleontological resource or site

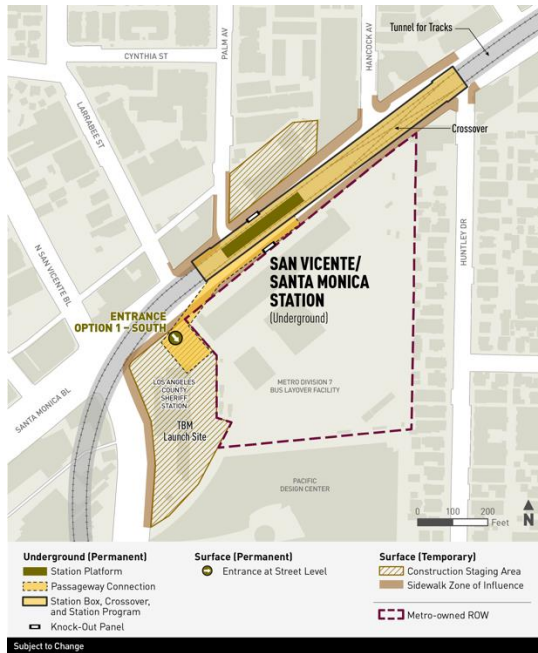
Draft EIR includes strategies to avoid and minimize other impacts during construction at station areas



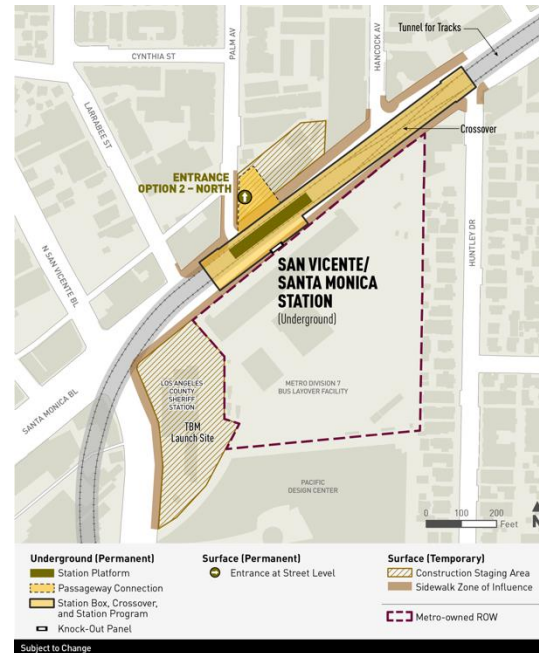
Cultural Resources: Construction Impact

Applies to San Vicente-Fairfax Alignment (Only)

- ▶ Potential loss of historic building (Santa Palm Car Wash) for construction staging and/or station



Entrance Option 1



Entrance Option 2

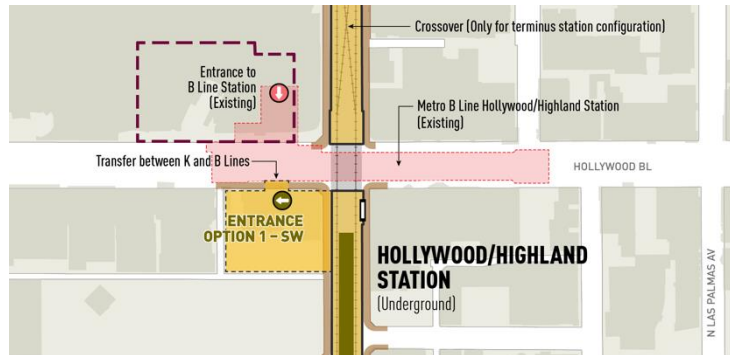


Santa Palm Car Wash

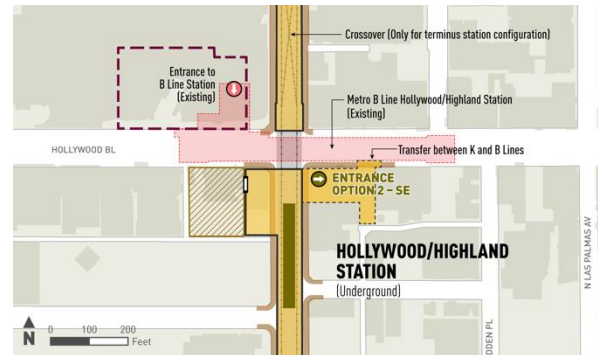
Cultural Resources: Construction Impact

Applies to all alignments with station at Hollywood/Highland

- ▶ Potential loss of two to four historic buildings to build new station



Entrance Option 1



Entrance Option 2

1. 6800 Hollywood Blvd, Lee Drug Company, 1924
2. 6806 Hollywood Blvd, Commercial Bldg, 1922
3. 6780 Hollywood Blvd, Bank of America, 1935 (Ripley's)
4. 6766 Hollywood Blvd, Hollywood Theater, 1913/1933



Example of re-using historic resource for station



Westwood Medical Plaza, by Paul Williams (1961)



Future D Line Westwood Station integrates portal entrance into historic building

Alternatives to Rail Project

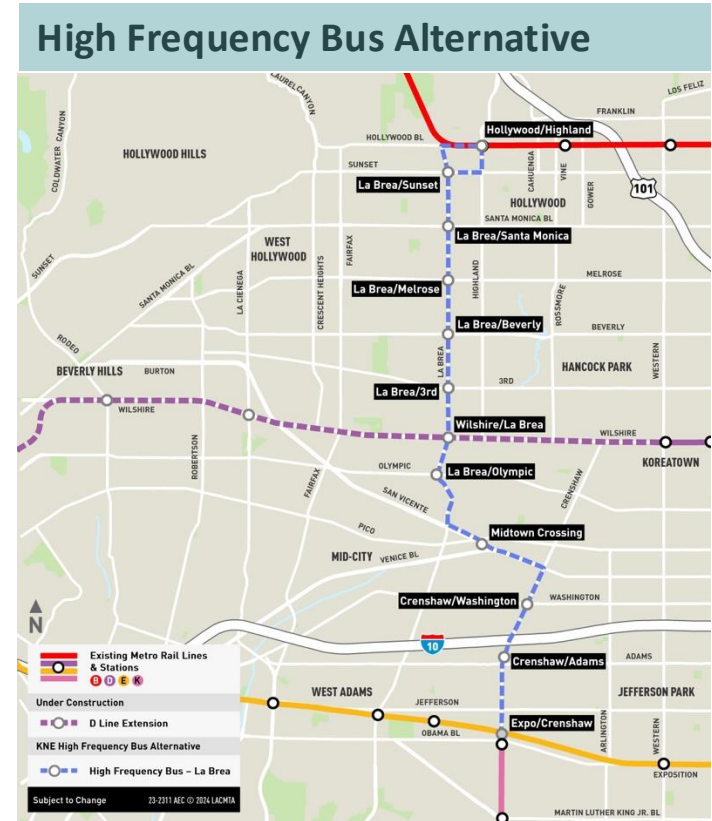
Draft EIR identifies feasible non-rail alternatives to the Project to substantially reduce or lessen significant impacts:

► High Frequency Bus Alternative

- Frequent bus service (5-minute peak)
- Fewest adverse impacts (Environmentally Superior Alternative under CEQA)
- Fewer project benefits compared to rail

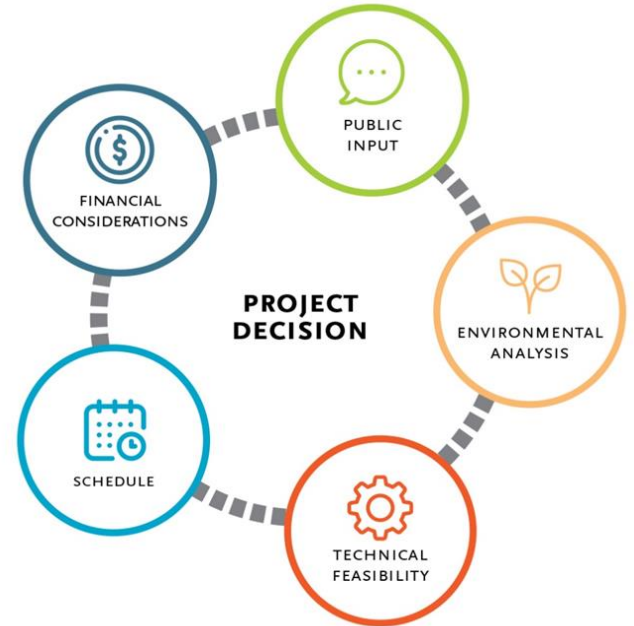
► No Project Alternative

- Avoids construction-related impacts
- Significant & Unavoidable Long-term Impacts: Air Quality, Greenhouse Gas, Land Use & Transportation
- Fails to meet project objectives



Next Steps in Planning Process

- ▶ CEQA requires identification of proposed project
 - Based on historic precedent, Fairfax is defined as proposed project
 - This term does not convey preference
 - All alignments are evaluated equally
- ▶ **This fall, staff will prepare a recommendation for the Metro Board of Directors to consider when selecting a Locally Preferred Alternative based on a variety of factors including:**
 - Project Objectives
 - Findings from Draft EIR and technical analysis
 - Project Benefits
 - Cost & Funding Availability
 - Community Input



Project Information Available Online

Draft EIR, Technical Reports & Appendices*

Executive Summary

Community Outreach Summaries (2021-2024)

Ridership Summary

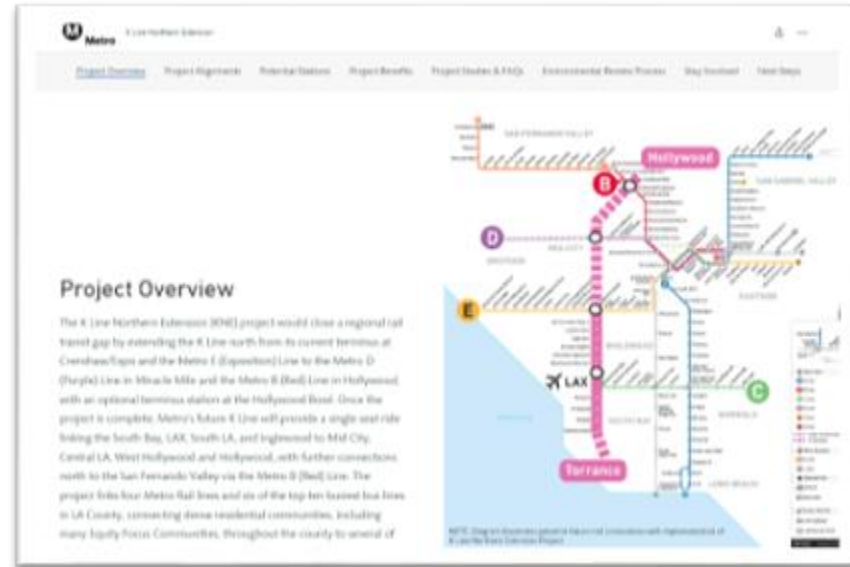
Project Benefits Summary

Project Elements Summary

Cost Estimate Summary

FAQs, Factsheet

**Digital copies available online and hard copies of Draft EIR available at LA Metro Headquarters and local public libraries for review*



METRO.NET/KNE

Public Comment Period

45-day comment period for Draft EIR: July 23 to September 5, 2024

Three public hearings*

- Saturday, August 10: 10am to noon, Dorsey High School, 3537 Farmdale Avenue
- Tuesday, August 13: 6pm to 8pm, Pan Pacific Park Recreation Center, 7600 Beverly Blvd
- Thursday, August 15: Noon to 1:30pm, via Zoom at 213.338.8477

**Court reporter and Spanish translation available at all meetings. Russian translation available at Pan Pacific Park and virtual meeting. In-person meetings will include open house at start of meeting. Virtual will not include open house.*

Public Comments on Draft EIR

Purpose of Public Hearing: Collect public testimony on environmental analysis and findings in the Draft EIR

Responses to Comments: Final EIR will include responses to comments on the Draft EIR made during the public comment period

Ways to comment on Draft EIR from July 23 - September 5th

- **Public Hearings**
- **Mail:** Metro, c/o Roger Martin, One Gateway Plaza, MS 99-22-5, Los Angeles, CA 90012
- **Phone:** 213.418.3093
- **Email:** Klinenorth@metro.net

Public Comments

▶ Oral Public Comments

▶ To request to speak:

- Zoom: Raise Hand feature
- Phone: Dial*9 to raise your hand

▶ When it is your turn to speak:

- Zoom: You will be prompted to unmute your mic
- Phone: You will be prompted to unmute your mic

▶ Written Comments

- Zoom: Q&A feature
- Email: Klinenorth@metro.net

1 minute per speaker



01:00

Stay connected to the project

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NOTE: Diagram illustrates potential future rail connections with implementation of K Line Northern Extension Project.