

EXECUTIVE SUMMARY

K LINE NORTHERN EXTENSION



Metro

JULY 2024



EXECUTIVE SUMMARY

ES.1 INTRODUCTION

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15123, this Executive Summary provides a synopsis of the Draft Environmental Impact Report (EIR) for the Los Angeles County Metropolitan Transportation Authority (Metro) K Line Northern Extension (KNE) Transit Corridor Project (formerly referred to as the Crenshaw Northern Extension). The Executive Summary includes:

- Purpose of the Draft EIR
- Project summary
- Project background, history, and objectives
- Project description
- Summary of the environmental analysis
- Alternatives to the project
- Public outreach
- Areas of controversy and issues to be resolved
- Next steps

ES.2 PURPOSE OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

The Draft EIR satisfies the requirements of CEQA and the CEQA Guidelines to inform decision-makers and the public about the potential significant environmental impacts of constructing and operating the project. This Draft EIR is an informational public document that discloses any significant environmental impacts of the project, as well as identifies ways to reduce or avoid their effects on the environment. The Draft EIR also identifies reasonable alternatives to the project, as well as an environmentally superior alternative. Metro is the CEQA lead agency for this project. Lead agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. Metro will use this Draft EIR to consider the environmental consequences of the project when making a decision to select a Locally Preferred Alternative and approve the project.

ES.3 PROJECT SUMMARY

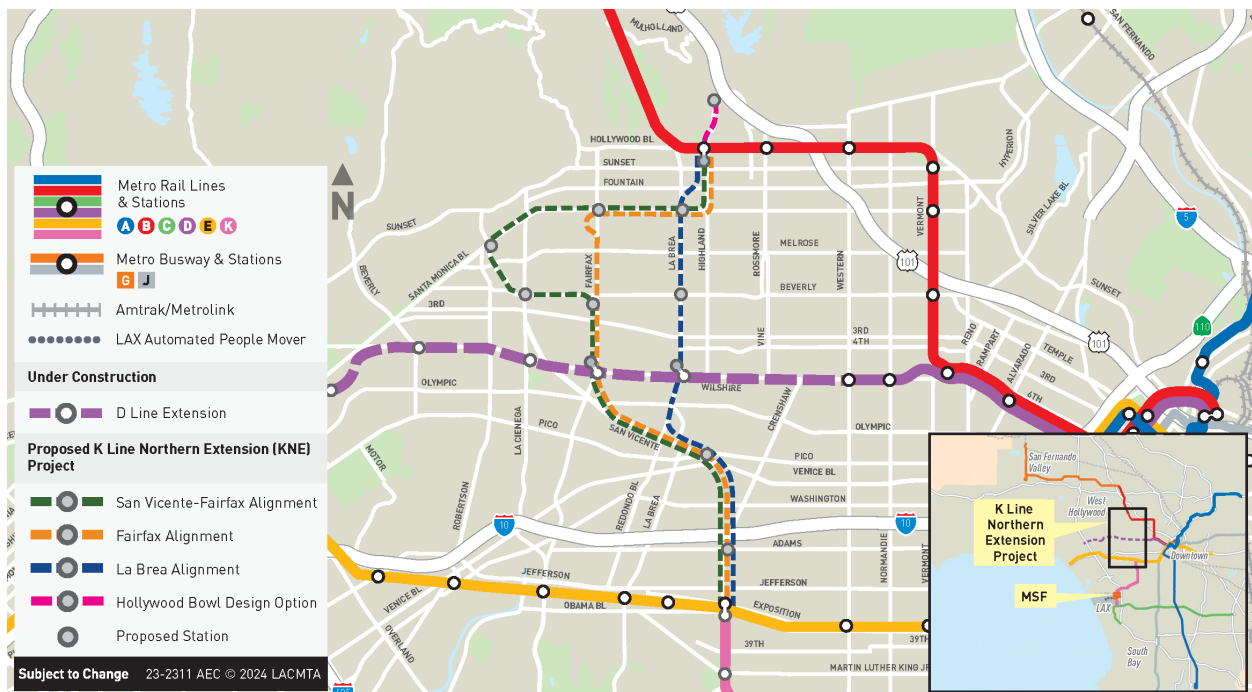
KNE would extend Metro's light rail transit K Line (formerly the Crenshaw/LAX Line) north from the Metro E Line (Expo) to the Metro D Line (Purple) and B Line (Red) heavy rail transit lines (Figure ES-1). The project would serve as a critical regional connection, linking the South Bay, the Los Angeles International Airport (LAX) area, South Los Angeles, Inglewood, and Crenshaw corridor to Mid-City, Central Los Angeles, West Hollywood, and Hollywood, allowing for further connections to the north in the San Fernando Valley via the Metro B Line. The project would:

- Connect major activity centers as well as areas of high population and employment density
- Expand mobility with a fast and reliable rail option by providing approximately 47,200 to 59,700 daily trips

- Attract new riders by serving approximately 11,400 to 15,100 new transit riders daily
- Reduce auto use by approximately 127,500 to 135,500 vehicle miles traveled daily
- Create jobs (8,300 to 10,100 jobs estimated during construction)

The project would be approximately six to ten miles long (depending on the alignment) and would be constructed as funding becomes available and consistent with the Measure M Expenditure Plan, which identifies 2041 as a ground-breaking date. Metro is advancing the Draft EIR under CEQA to inform the selection of a Locally Preferred Alternative based on local efforts to explore potential financing strategies to accelerate the project per the Measure M Early Project Delivery Strategy.

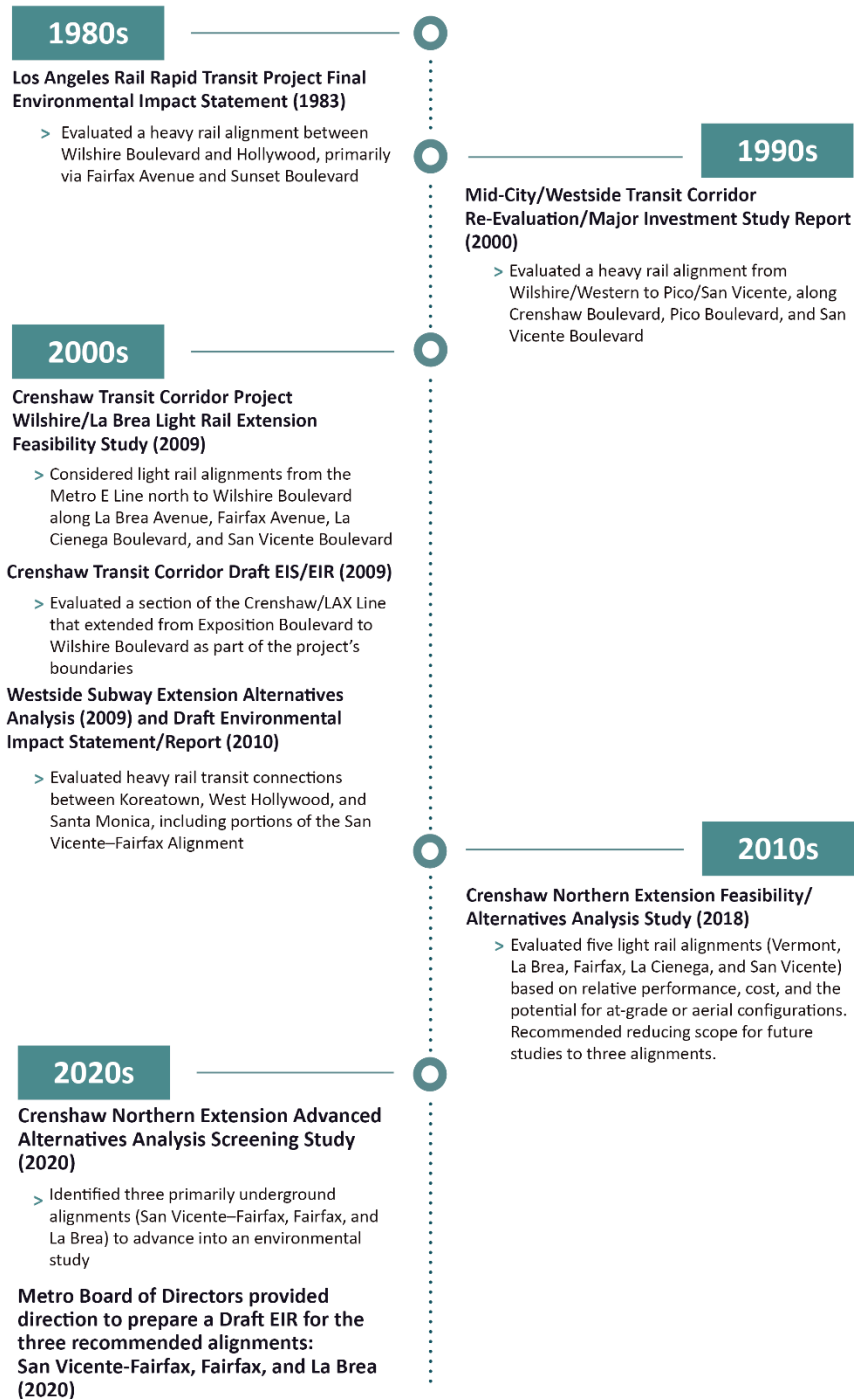
FIGURE ES-1. K LINE NORTHERN EXTENSION (KNE)



Source: Connect Los Angeles Partners 2024

ES.3.1 PROJECT BACKGROUND AND HISTORY

Over the past decade, Metro has documented the clear need for a north-south light rail line in the Central Los Angeles vicinity to address high travel demand and alleviate congestion throughout the area, which includes some of the busiest destinations and employment centers in Southern California. The studies identified on the following page addressed various rail alternatives and extensions previously evaluated in other Metro documents. Figure ES-2 presents a timeline of the prior studies and reports prepared for the project. A more detailed summary is available in Appendix 2-A, Alternatives Considered but Withdrawn from Further Evaluation.

FIGURE ES-2. TIMELINE OF PRIOR STUDIES AND REPORTS


Source: Connect Los Angeles Partners 2024

ES.3.2 PROJECT OBJECTIVES

As described in Chapter 2 of the Draft EIR, the objectives of the project are as follows:

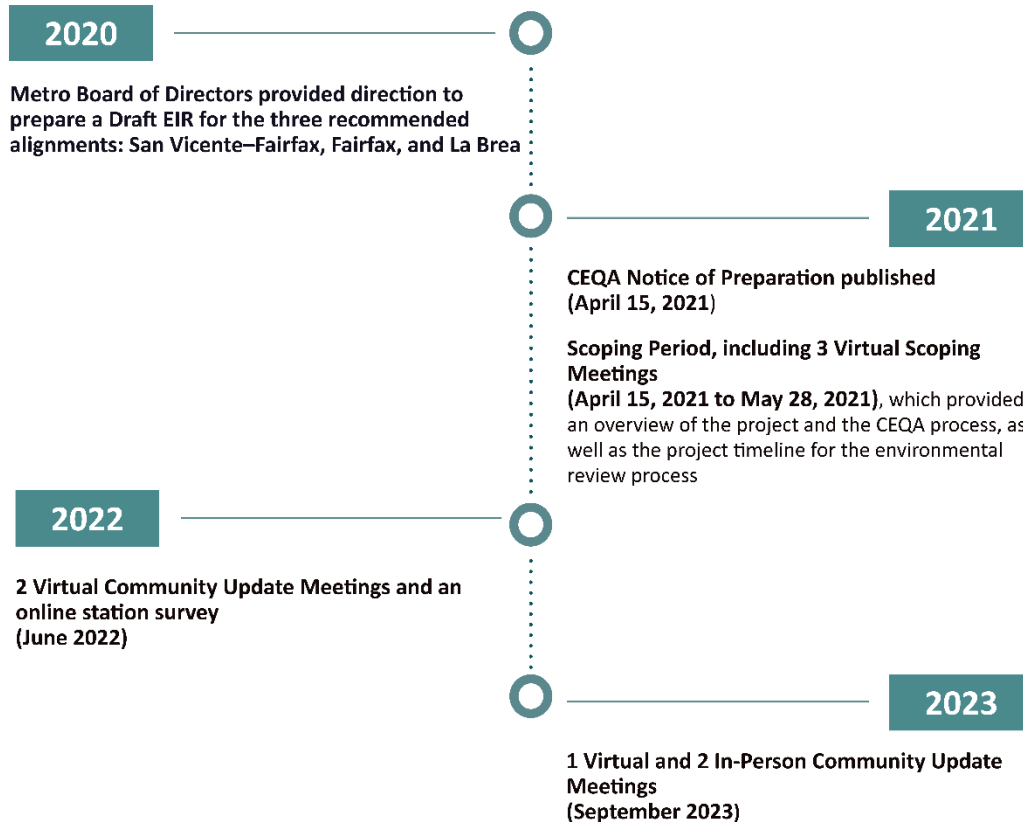
- Leverage the high-volume east-west rail network to provide new north-south connections and close a regional network gap between the Metro K, E, D, and B Lines
- Increase the efficiency and convenience of transit trips by providing faster and more direct service, in turn creating more connections and mobility options
- Reduce vehicle miles traveled and greenhouse gas emissions by providing an alternative to congested roadways by offering high-capacity, grade-separated transit to meet existing and growing demand
- Maximize access to jobs, housing, and opportunity through the implementation of frequent and reliable rail service
- Improve mobility for transit-dependent residents by providing alternatives to congestion with efficient transit service and a cohesive high-capacity and high-speed transit network

ES.3.3 ENVIRONMENTAL REVIEW PROCESS

Pursuant to CEQA, Metro issued a Notice of Preparation (NOP) for this Draft EIR on April 15, 2021. The purpose of the NOP was to notify interested agencies and parties, local jurisdictions, community organizations, and interested residents (collectively, interested parties) of the preparation of the Draft EIR. The NOP, as well as the scoping comment letters and verbal comments, are included in Appendix 1-A, Scoping Summary Report.

ES.3.3.1 PROJECT TIMELINE

Figure ES-3 presents a timeline of the environmental review process and public outreach activities for the project prior to release of the Draft EIR.

FIGURE ES-3. PROJECT TIMELINE


Source: Connect Los Angeles Partners 2024

ES.4 PROJECT DESCRIPTION

KNE would provide a northern extension of the Metro K Line from its current terminus at the Metro E Line Expo/Crenshaw Station to the Metro D Line at Wilshire Boulevard and terminate at either the Metro B Line Hollywood/Highland Station or the optional Hollywood Bowl Station. The Draft EIR evaluates three alignments, described in the following pages from west to east: the San Vicente–Fairfax Alignment, the Fairfax Alignment, and the La Brea Alignment. The alignments would operate entirely underground with the exception of the stations, which would provide access at the surface (streets) via station (portal) entrances. Previous studies evaluated the feasibility of constructing and operating aerial or at-grade light rail segments, which were screened from further study due to physical constraints and other challenges and thus not evaluated in the Draft EIR. The findings from past studies are summarized in Appendix 2-A, Alternatives Considered but Withdrawn from Further Consideration.

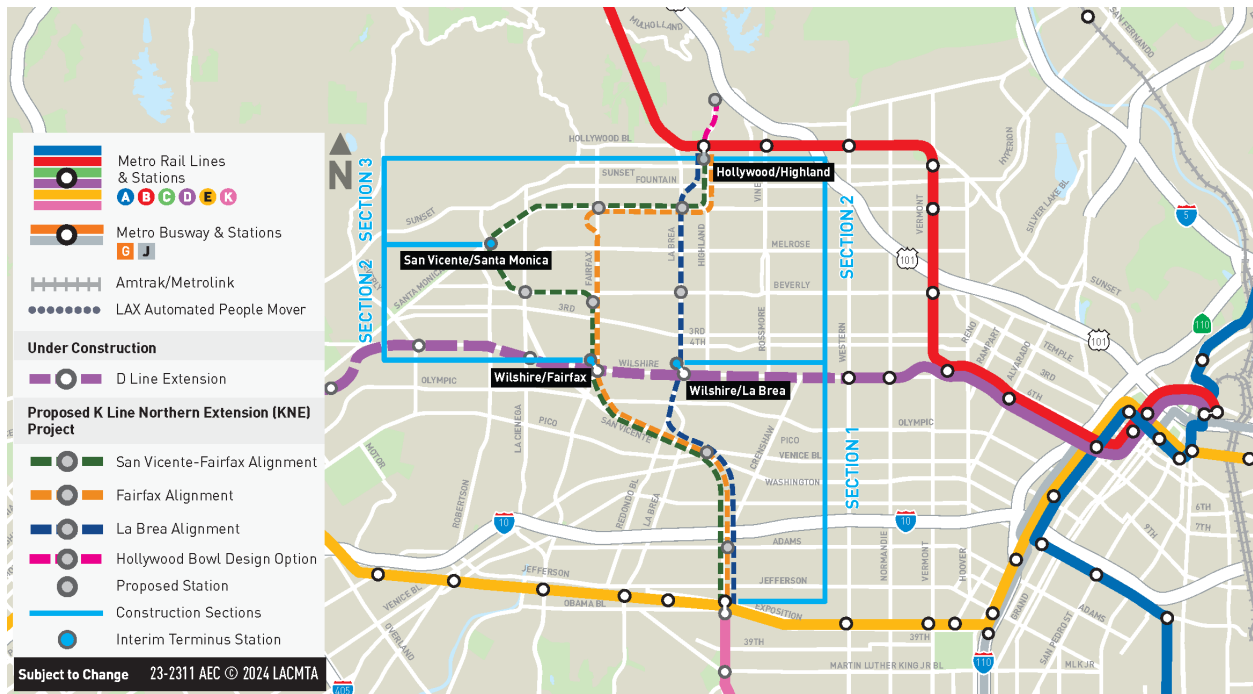
The Hollywood Bowl Design Option would extend the alignments farther north to an alternate terminus station at the Hollywood Bowl. KNE would expand the existing Division 16 maintenance yard footprint near LAX to support operation of the project. The maintenance and storage facility (MSF) expansion and improvements would be above ground.

As shown in Figure ES-4 and Table ES-1, the project would be constructed in sections that would be built sequentially, depending on funding and how the construction is contracted. The first section would connect the Metro E Line to the Metro D Line. Sections 2 and 3 (depending on the alignment) would connect the Metro D Line to the Metro B Line with a design option that extends to the Hollywood Bowl.

For the purposes of CEQA, a Draft EIR must identify a proposed project. The Fairfax Alignment is the proposed project in the Draft EIR because it is the alignment that has been historically studied and advanced over time, dating back to the 1983 Los Angeles Rail Rapid Transit Project. This term does not, however, convey any preference or recommendation as to the alignment or design option, and all three alignments are evaluated equally. Following the completion of the public comment period on the Draft EIR, Metro staff will prepare a recommendation for the Metro Board to consider in the selection of a Locally Preferred Alternative based on findings from the Draft EIR, public comments made during the comment period, technical analysis, stakeholder input, and other factors, such as project objectives, cost, and ridership. The Metro Board will vote at a public meeting to select a Locally Preferred Alternative.

Discussion and analysis of KNE is organized as follows:

- Alignments
 - ▶ San Vicente–Fairfax Alignment
 - ▶ Fairfax Alignment
 - ▶ La Brea Alignment
- Hollywood Bowl Design Option
- MSF

FIGURE ES-4. KNE CONSTRUCTION SECTIONS


Source: Connect Los Angeles Partners 2024

Note: If selected, the Hollywood Bowl Design Option would be constructed as part of Section 3 for the KNE San Vicente–Fairfax Alignment or part of Section 2 for the KNE Fairfax or La Brea Alignments.

TABLE ES-1. CHARACTERISTICS OF KNE

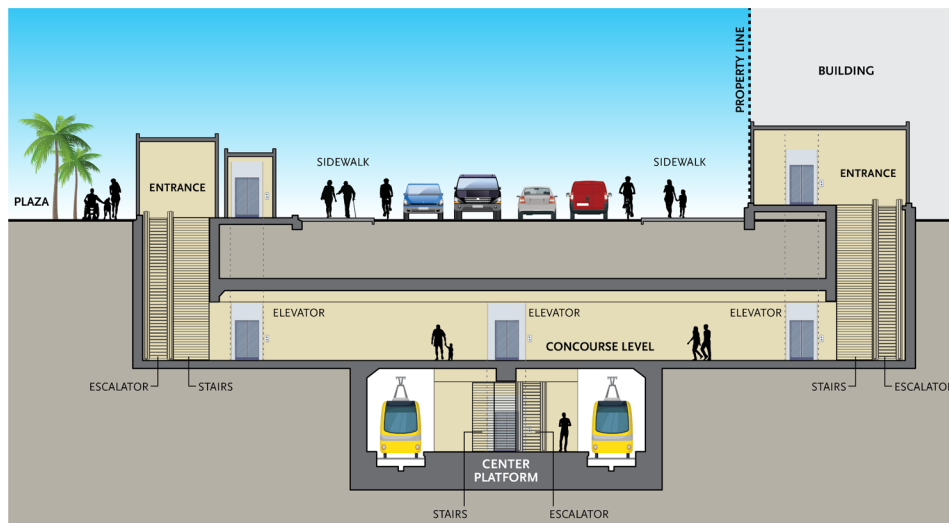
	SAN VICENTE–FAIRFAX ALIGNMENT	FAIRFAX ALIGNMENT	LA BREA ALIGNMENT	HOLLYWOOD BOWL DESIGN OPTION
Alignment length	9.7 miles underground	7.9 miles underground	6.2 miles underground	+ 0.8 mile underground
Construction sections	3	2	2	Concurrent with final section
Stations	9 underground	7 underground	6 underground	+1 underground
Travel time between Expo/Crenshaw and Hollywood/Highland Stations	19 minutes	15 minutes	12 minutes	+2 minutes (from Hollywood/Highland)
MSF	Expansion of Division 16			

Source: Connect Los Angeles Partners 2024

MSF = maintenance and storage facility

All three light rail alignments described below would travel underground in tunnels, primarily beneath public streets. However, in some areas where the tunnels turn, they would be approximately 40 to 100 feet below private property. Proposed station entrances would be located off-street on private property (Figure ES-5) and would include a station “portal” entrance that is consistent with Metro's kit-of-parts station design (Figure ES-6). Appendix 2-B includes advanced conceptual engineering drawings that identify the plan and profile of light rail tunnels, station entrances, construction staging sites, and other ancillary equipment such as ventilation shafts and emergency exits that are located at street level.

FIGURE ES-5. TYPICAL UNDERGROUND STATION CONFIGURATION



Source: Connect Los Angeles Partners 2024

Note: One entrance for each station is assumed in the Draft EIR. Stations could be located in a plaza or integrated into a building.

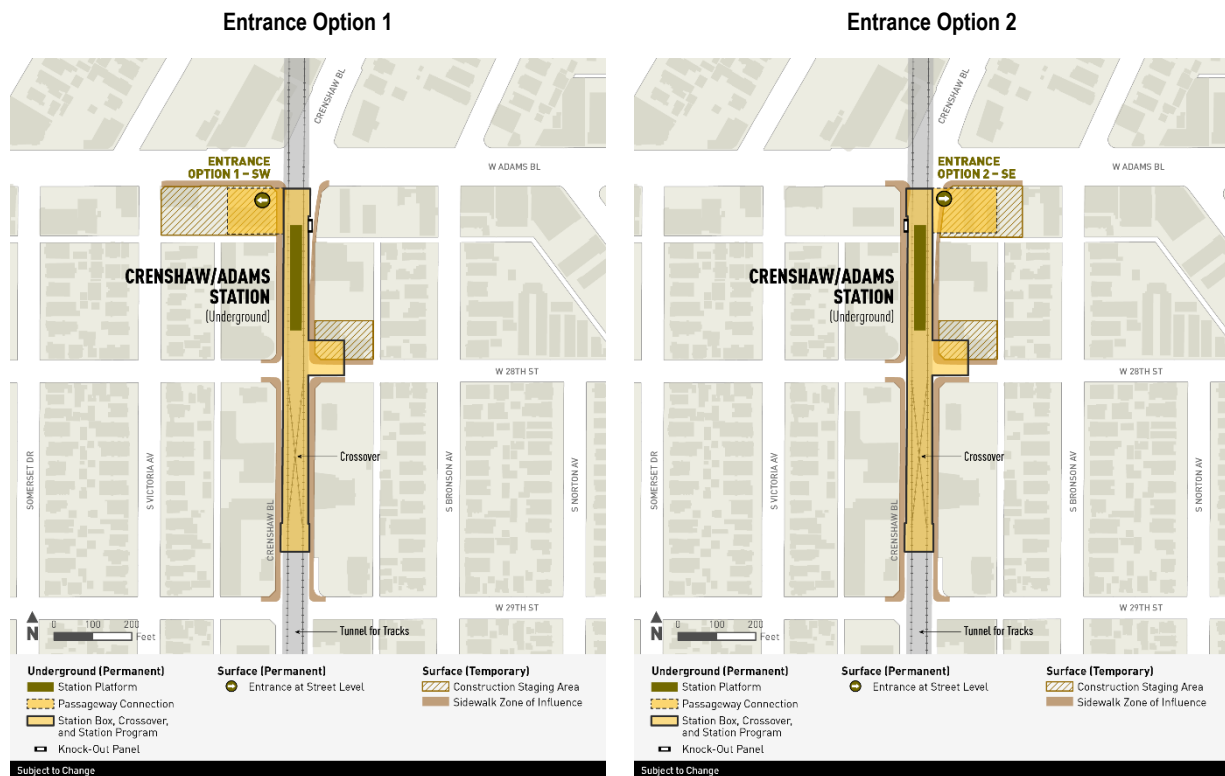
FIGURE ES-6. TYPICAL STATION ENTRANCE



Source: Metro 2022

Chapter 2 of the Draft EIR provides further information about project elements, including stations. Each station includes an entrance, which leads to an underground platform (typically located under the street). Descriptions and layout diagrams of each station are provided in Chapter 2. Examples of station diagrams are provided in Figure ES-7 for the Crenshaw/Adams Station. The two diagrams show two potential configurations for a station and identify where the station entrance, platform, knock-out panels to allow for future entrances, and other facilities are located. The diagrams also identify sites needed to construct the station. As with the Crenshaw/Adams Station, many stations have multiple options for station entrances and construction staging, which are included in the Draft EIR analysis, but not all of which may be built and used. For the purposes of the Draft EIR, it is assumed that each station would have one entrance. Table ES-2 shows the stations that would be constructed for each alignment.

FIGURE ES-7. EXAMPLE STATION LAYOUT (CRENSHAW/ADAMS STATION)



Source: Connect Los Angeles Partners 2024

TABLE ES-2. STATIONS BY ALIGNMENT

	SAN VICENTE–FAIRFAX ALIGNMENT	FAIRFAX ALIGNMENT	LA BREA ALIGNMENT
Crenshaw/Adams (City of Los Angeles)	●	●	●
Midtown Crossing (San Vicente/Pico/Venice) (City of Los Angeles)	●	●	●
Wilshire/Fairfax (City of Los Angeles)	●	●	
Fairfax/3 rd (City of Los Angeles)	●	●	
La Cienega/Beverly (City of Los Angeles)	●		
San Vicente/ Santa Monica (City of West Hollywood)	●		
Fairfax/Santa Monica (City of West Hollywood)	●	●	
La Brea/ Santa Monica (City of West Hollywood)	●	●	●
Hollywood/Highland (City of Los Angeles)	●	●	●
Wilshire/La Brea (City of Los Angeles)			●
La Brea/Beverly (City of Los Angeles)			●
Total Stations	9 (6 in City of Los Angeles, 3 in City of West Hollywood)	7 (5 in City of Los Angeles, 2 in City of West Hollywood)	6 (5 in City of Los Angeles, 1 in City of West Hollywood)

Source: Connect Los Angeles Partners 2024

ES.4.1 SAN VICENTE–FAIRFAX ALIGNMENT

The San Vicente–Fairfax Alignment would extend the existing K Line underground by approximately 9.7 miles north from the Metro E Line to the Metro D and B Lines. This alignment would be the longest of the three alignments and would have nine new stations. The San Vicente–Fairfax Alignment would serve destinations throughout west and central Los Angeles, including the Midtown Crossing Shopping Center, the Los Angeles County Museum of Art (LACMA), the Original Farmers Market/the Grove, Cedars-Sinai Medical Center, the commercial districts along Santa Monica Boulevard in West Hollywood, and Hollywood. The San Vicente–Fairfax Alignment would connect to the Metro D Line at the Wilshire/Fairfax

Station (under construction) and the Metro B Line at the existing Hollywood/Highland Station. At both transfer locations, the project would include a new station entrance.

ES.4.2 FAIRFAX ALIGNMENT

The Fairfax Alignment would extend the existing K Line underground by approximately 7.8 miles north from the Metro E Line to the Metro D and B Lines. The Fairfax Alignment would have seven new stations and would serve the following destinations: the Midtown Crossing Shopping Center, LACMA, the Original Farmers Market/the Grove, commercial districts along Santa Monica Boulevard in West Hollywood between Fairfax Avenue and La Brea Boulevard, and Hollywood. The Fairfax Alignment would connect to the Metro D Line at the Wilshire/Fairfax Station (under construction) and the Metro B Line at the existing Hollywood/Highland Station. At both transfer locations, the project would include a new station entrance.

ES.4.3 LABREA ALIGNMENT

The La Brea Alignment would extend the existing K Line underground by approximately 6.2 miles north from the Metro E Line to the Metro D and B Lines and would have six new stations. The La Brea Alignment is the shortest of the three alignments and would serve the following destinations: Midtown Crossing Shopping Center, Miracle Mile, Hancock Park, and Hollywood. The La Brea Alignment would connect to the Metro D Line at the Wilshire/La Brea Station (under construction) and the Metro B Line at the Hollywood/Highland Station. At both transfer locations, the project would include a new station entrance.

ES.4.4 HOLLYWOOD BOWL DESIGN OPTION

For all three alignments, an alternate terminus station at the Hollywood Bowl is under consideration. The design option would add one new station, the Hollywood Bowl Station, and the associated underground track alignment. This station would serve the Hollywood Bowl venue and would tunnel beneath Highland Avenue for an additional 0.8 mile from the Hollywood/Highland Station to the tail tracks north of the Hollywood Bowl Station.

If it were to be built, the Hollywood Bowl Design Option would be constructed during the final construction section at the same time as the Hollywood/Highland Station, which is the northern terminus station for KNE without the design option, and would not require an additional construction phase.

ES.4.5 MAINTENANCE AND STORAGE FACILITY

An MSF is necessary to provide daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles. The proposed MSF under KNE is a 16.1-acre expansion of the existing Metro Division 16 Maintenance Yard site located near LAX in the City of Los Angeles. The MSF would allow Metro to maintain all its operations for the K Line within one site and would avoid duplication of facilities. In addition to the existing facilities at Division 16, the proposed MSF expansion would include a new service and inspection shop, cleaning platform, maintenance-of-way facility, storage tracks, parking spaces, and systems components. The MSF expansion would be constructed as part of Section 2 of each alignment based on required light rail vehicle maintenance and storage. To accommodate the additional trains needed to operate the extension to Wilshire Boulevard and the D Line (Section 1), additional storage tracks would be added within the existing Division 16 site.

ES.5 ENVIRONMENTAL ANALYSIS

This Draft EIR identifies potential environmental impacts of the alignments and stations, design option, and MSF, and discusses mitigation measures that would avoid or substantially reduce significant impacts to less than significant levels, where feasible. Mitigation measures are required where significant impacts have been identified based on the impact analyses for construction or operation of the project. If mitigation measures cannot reduce a significant impact to a less than significant level, an impact is identified as significant and unavoidable.

Table ES-3 provides an overview of the environmental resources where impacts have been identified and their level of significance. Chapter 3 of the Draft EIR provides a detailed analysis of impacts by environmental resource, applicable mitigation measures, and level of significance after mitigation.

TABLE ES-3. ENVIRONMENTAL RESOURCE IMPACT CONCLUSIONS BY LEVEL OF IMPACT

LEVEL OF IMPACT	ENVIRONMENTAL RESOURCE – CONSTRUCTION	ENVIRONMENTAL RESOURCE – OPERATIONS
No Impact/Less than Significant Impact	• Aesthetics • Air Quality • Communities, Population, and Housing • Energy • Geology and Soils • Greenhouse Gas Emissions • Growth Inducing Impacts • Hydrology and Water Quality • Land Use and Planning • Transportation • Utilities and Service Systems	• Aesthetics • Air Quality • Biological Resources • Communities, Population, and Housing • Cultural and Paleontological Resources • Energy • Geology and Soils • Greenhouse Gas Emissions • Growth Inducing Impacts • Hydrology and Water Quality • Land Use and Planning • Noise and Vibration • Public Services and Recreation • Transportation and Traffic • Tribal Cultural Resources • Utilities and Service Systems
Less than Significant Impact with Mitigation	• Biological Resources • Hazards and Hazardous Materials • Noise and Vibration • Public Services and Recreation • Tribal Cultural Resources	• Hazards and Hazardous Materials
Significant and Unavoidable Impact	• Cultural and Paleontological Resources	None

Source: Connect Los Angeles Partners 2024

The following list presents a summary of applicable mitigation measures for those resource areas that have a less than significant impact with mitigation or a significant and unavoidable impact. Unless noted below, the mitigation measures apply to the three alignments, design option, and MSF. These are discussed in greater detail for each environmental resource in Chapter 3.

- Biological Resources (Construction)
 - ▶ MM BIO-1: Minimize Impacts to Migratory Nesting Birds
 - ▶ MM BIO-2: Minimize Impacts to Protected Trees
- Cultural Resources (Construction)
 - ▶ MM CUL-1: Building Protection Measures (not required for MSF)
 - ▶ MM CUL-2: Vibration Protection Measures (not required for MSF)
 - ▶ MM CUL-3: Archival Documentation (not required for Hollywood Bowl Design Option or MSF)
 - ▶ MM CUL-4: Interpretive Program (not required for Hollywood Bowl Design Option or MSF)

- ▶ MM CUL-5: Cultural Resources Monitoring and Mitigation Plan
- ▶ MM CUL-6: Cultural Resource Training (not required for MSF)
- ▶ MM CUL-7: Archaeological Monitoring (not required for MSF)
- ▶ MM CUL-8: Native American Monitoring (not required for MSF)
- ▶ MM CUL-9: Discovery of Human Remains
- Hazards and Hazardous Materials (Construction and Operation)
 - ▶ MM HAZ-1: Minimize Hazards Near Schools (not required for MSF)
- Noise and Vibration (Construction)
 - ▶ MM NOI-1: Noise Control Plan (not required for MSF)
- Paleontological Resources (Construction)
 - ▶ MM PAL-1: Paleontological Resources Monitoring and Mitigation Plan
 - ▶ MM PAL-2: Worker Education
 - ▶ MM PAL-3: Paleontological Monitoring
- Public Services and Recreation (Construction)
 - ▶ MM PUB-1: Relocation for West Hollywood Sheriff's Station (San Vicente–Fairfax Alignment only)
- Tribal Cultural Resources (Construction)
 - ▶ MM TCR-1: Cultural Resources Identification Training
 - ▶ MM TCR-2: Native American Consultation

ES.5.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(c) of the CEQA Guidelines requires EIRs to include a discussion of any significant environmental impacts that cannot be avoided if the project is implemented. The Draft EIR identifies environmental resources with significant impacts and provides mitigation measures to lessen the impact to a less than significant level where possible, as discussed above. If a significant impact cannot be mitigated to a less than significant level, it is considered a significant and unavoidable impact. The list below summarizes the significant and unavoidable impacts of the project.

Construction: Significant and unavoidable impacts for cultural resources and paleontological resources were identified for the following components of KNE during construction:

- San Vicente–Fairfax Alignment
 - ▶ Impact CUL-1: Demolition of up to four (4) historic buildings near Hollywood/Highland Station and one (1) historic building near San Vicente/Santa Monica Station
 - ▶ Impact PAL-1: Potential to impact a unique paleontological resource, site, or unique geologic feature during tunneling

- Fairfax Alignment
 - ▶ Impact CUL-1: Demolition of up to four (4) historic buildings near Hollywood/Highland Station
 - ▶ Impact PAL-1: Potential to impact a unique paleontological resource, site, or unique geologic feature during tunneling
- La Brea Alignment
 - ▶ Impact CUL-1: Demolition of up to four (4) historic buildings near Hollywood/Highland Station
 - ▶ Impact PAL-1: Potential to impact a unique paleontological resource, site, or unique geologic feature during tunneling
- Hollywood Bowl Design Option
 - ▶ Impact PAL-1: Potential to impact a unique paleontological resource, site, or unique geologic feature during tunneling

No significant and unavoidable impacts were identified for the MSF.

Operations: All potential impacts can be mitigated to a less than significant level or result in no impact during operations for all three alignments, the design option, and the MSF.

ES.6 PROJECT ALTERNATIVES

CEQA Guidelines Section 15126.6(c) requires that a reasonable range of alternatives to the proposed project be considered that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially reduce significant impacts associated with the project.

The Draft EIR evaluates three light rail alignments, including the Fairfax Alignment (proposed project). Two alternatives to the KNE light rail extension project are evaluated in the Draft EIR per CEQA Guidelines: the No Project Alternative and the High Frequency Bus Alternative. The No Project Alternative is required by CEQA and assumes that Metro would not build the project. The High Frequency Bus Alternative represents an alternative to a light rail extension that could fulfill some of the project objectives. It proposes a rapid bus service line that would operate on streets and provide connections between the Metro K, E, D and B Lines. The No Project and High Frequency Bus Alternatives are summarized below and described in more detail in Chapter 5, Comparison of Alternatives.

ES.6.1 ALTERNATIVES TO THE PROPOSED PROJECT

ES.6.1.1 NO PROJECT ALTERNATIVE

The No Project Alternative assumes that Metro would not implement the project. The No Project Alternative provides a comparison of impacts that would occur without a KNE light rail project, evaluated within the context of existing and foreseeable transit enhancements, and includes capital and operational transportation improvements. The No Project Alternative assumes only currently planned and funded projects would be implemented, exclusive of KNE, and identifies impacts that would reasonably be expected to occur in the foreseeable future.

The No Project Alternative would maintain existing transit service, and no new transportation infrastructure would be built beyond transit and highway projects that have been committed to and identified in the Metro 2020 Long Range Transportation Plan (LRTP) (Metro 2020c) and the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2020), as well as additional projects funded by the Measure M sales tax initiative, approved by voters in November 2016. A full list of transit and highway projects identified in the Metro LRTP and SCAG 2020-2045 RTP/SCS, and in the vicinity of the project, is included in Chapter 5, Comparison of Alternatives.

ES.6.1.2 HIGH FREQUENCY BUS ALTERNATIVE

The High Frequency Bus (HFB) Alternative consists of a Metro implemented and operated rapid bus service instead of a light rail extension to connect the terminus of the Metro K Line at the Expo/Crenshaw Station to the Metro D Line at the Wilshire/La Brea Station and the Metro B Line at the Hollywood/Highland Station via Crenshaw Boulevard, Venice Boulevard, San Vicente Boulevard, La Brea Avenue, Hollywood Boulevard, Highland Avenue, and Sunset Boulevard (Figure ES-8). The HFB Alternative would operate on La Brea Avenue because La Brea Avenue is the shortest route to connect the Metro K, E, D, and B Lines and has some existing and planned bus infrastructure. There would be 12 bus stops between Exposition Boulevard and Hollywood/Highland, with approximately 0.5-mile spacing consistent with Metro guidelines for station spacing in urban corridors for bus rapid transit. Three of the 12 bus stops would be located at Metro rail stations to connect to the Metro K, E, D, and B Lines.

FIGURE ES-8. HIGH FREQUENCY BUS ALTERNATIVE


Source: Connect Los Angeles Partners 2024

The HFB Alternative would operate as a rapid bus service with some bus rapid transit characteristics, including headways similar to those proposed for light rail (five-minute peak-period headways) and no dedicated lanes with the exception of where they already exist along La Brea Avenue north of Olympic Boulevard and where they are planned for Hollywood Boulevard and La Brea Avenue south of Olympic Boulevard.

Construction and operation of the HFB Alternative would be within the public right-of-way and would include minor improvements such as travel lane restriping, curb extensions, elimination of street parking, and bus stop amenities, where feasible. The HFB Alternative would not require a separate maintenance facility, as buses would use and be maintained at existing Metro facilities.

ES.6.2 COMPARISON OF ALTERNATIVES

Table ES-4 summarizes the impacts of the No Project Alternative and the HFB Alternative and compares them to the three rail alignments.

As shown in the table and described in detail in Chapter 5, Comparison of Alternatives, the No Project Alternative avoids significant construction-related impacts associated with the rail alignments. However, it would have significant and unavoidable long-term impacts for air quality, greenhouse gas emissions, land use and planning, and transportation related to inconsistency with the SCAG 2020-2045 RTP/SCS and Metro's LRTP, which are local transportation plans that assume KNE would be constructed and operated.

The HFB Alternative would have either no impact or less than significant impacts for all environmental resources during construction and operations. However, the HFB Alternative would not have the same capacity to carry passengers or to reduce travel times as the KNE light rail alignments, which are critical to shift people from traveling via vehicles to transit to reduce greenhouse gas emissions, air pollutants, and energy use, and to expand access. Thus, the HFB Alternative does not have the same ability to fully meet the project objectives compared to any of the rail alignments.

TABLE ES-4. IMPACT SIGNIFICANCE CONCLUSIONS COMPARISON OF PROJECT AND ALTERNATIVES TO THE PROJECT

		RAIL ALIGNMENTS AND FACILITIES					NO TRANSIT	BUS TRANSIT
		SAN VICENTE- FAIRFAX ALIGNMENT	FAIRFAX ALIGNMENT (PROPOSED PROJECT)	LA BREA ALIGNMENT	HOLLYWOOD BOWL DESIGN OPTION	MSF REQUIREMENTS	NO PROJECT ALTERNATIVE	HIGH FREQUENCY BUS ALTERNATIVE
Aesthetics	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Air Quality	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	Significant and Unavoidable	LTS
Biological Resources	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	No Impact	LTS
Communities, Population and Housing	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Cultural Resources	Construction	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	No Impact	No Impact	LTS
Paleontological Resources	Construction	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	LTS	LTS	LTS
	Operation	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	LTS
Energy	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Geology and Soils	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	No Impact	LTS

		RAIL ALIGNMENTS AND FACILITIES					NO TRANSIT	BUS TRANSIT
		SAN VICENTE- FAIRFAX ALIGNMENT	FAIRFAX ALIGNMENT (PROPOSED PROJECT)	LA BREA ALIGNMENT	HOLLYWOOD BOWL DESIGN OPTION	MSF REQUIREMENTS	NO PROJECT ALTERNATIVE	HIGH FREQUENCY BUS ALTERNATIVE
Greenhouse Gas Emissions	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	Significant and Unavoidable	LTS
Growth Inducing Impacts	Construction	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
	Operation	LTS	LTS	LTS	LTS	No Impact	LTS	No Impact
Hazards and Hazardous Materials	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	No Impact	LTS
Hydrology and Water Quality	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Land Use and Planning	Construction	LTS	LTS	LTS	LTS	LTS	No Impact	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	Significant and Unavoidable	LTS
Noise and Vibration	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS	No Impact
Public Services and Recreation	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Transportation	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	Significant and Unavoidable	LTS
Tribal Cultural Resources	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact

		RAIL ALIGNMENTS AND FACILITIES					NO TRANSIT	BUS TRANSIT
		SAN VICENTE- FAIRFAX ALIGNMENT	FAIRFAX ALIGNMENT (PROPOSED PROJECT)	LA BREA ALIGNMENT	HOLLYWOOD BOWL DESIGN OPTION	MSF REQUIREMENTS	NO PROJECT ALTERNATIVE	HIGH FREQUENCY BUS ALTERNATIVE
Utilities and Service Systems	Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS	LTS

Source: Connect Los Angeles Partners 2024

LTS = less than significant; MSF = maintenance and storage facility

Note 1: MSF is a required element of all rail alignments

Note 2: The impact significance conclusions presented for the San Vicente–Fairfax, Fairfax, and La Brea Alignments, the Hollywood Bowl Design Option, and MSF are summaries of the most conservative post-mitigation impact conclusions. Refer to Chapter 3 for all pre-mitigation impact conclusions and relevant mitigation measures for each environmental resource.

ES.6.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6(e)(2) requires that the Draft EIR identify an “environmentally superior” alternative. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse environmental impacts. If the environmentally superior alternative is the No Project Alternative, the Draft EIR shall also identify an environmentally superior alternative among the other alternatives.

As shown in Table ES-4, the No Project Alternative would avoid the construction identified for the project, but it would have significant and unavoidable impacts during operation related to air quality, greenhouse gas emissions, land use and planning, and transportation because it would conflict with regional plans and programs, such as the Metro 2020 LRTP and SCAG 2020-2045 RTP/SCS, which assume the project would be built and operational.

Construction and operation of the HFB Alternative would result in either no impact or less than significant impacts for all environmental resources identified in this Draft EIR. Therefore, the HFB Alternative is the environmentally superior alternative. However, the HFB Alternative would not realize the same level of benefits as the project in terms of a reduction in vehicle miles traveled, air quality improvements, reductions in greenhouse gas emissions, energy savings, passenger volumes, and travel time reductions.

ES.7 PUBLIC OUTREACH

Starting in 2021, Metro implemented a comprehensive outreach program for the project. The outreach program has focused on disseminating information about the project, garnering public input, and supporting the required technical and legal environmental processes.

Metro provided community updates on the project and received input through multiple virtual and in-person meetings, including stakeholder and community briefings, public open house meetings, online materials, emails, letters, voicemails, and participation in public events. Table ES-5 outlines the public in-person open house meetings that have occurred since scoping was initiated. Refer to Chapter 6, Public Outreach, for detailed information on stakeholder coordination and outreach efforts for the project.

TABLE ES-5. PUBLIC OUTREACH MEETINGS FOR THE PROJECT

	SPRING 2021 VIRTUAL SCOPING MEETINGS	JUNE 2022 COMMUNITY UPDATE MEETINGS	SEPTEMBER 2023 COMMUNITY UPDATE MEETINGS
Number of meetings	3	2	3
Dates	April 29, 2021 May 6, 2021 May 8, 2021	June 16, 2022 June 21, 2022	September 19, 2023 September 23, 2023 September 26, 2023
Format	Virtual	Virtual	Virtual, In-Person
Total participants	421	236	267

Source: Connect Los Angeles Partners 2024

ES.8 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

ES.8.1 AREAS OF CONTROVERSY

CEQA Guidelines Section 15123(b)(2) requires that an EIR identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. Areas of potential controversy for the project include:

- Project funding and timeline
- Effects to local businesses during construction
- Traffic changes due to lane and road closures during construction
- Noise levels and air quality during construction
- Security and safety at stations

ES.8.2 ISSUES TO BE RESOLVED

CEQA Guidelines Section 15123(b)(3) requires a discussion of issues to be resolved, including Metro Board selection and approval of a project alignment called the Locally Preferred Alternative, and how Metro will mitigate significant impacts. Upon completion of project CEQA review, the Metro Board will consider approval of the Mitigation Monitoring and Reporting Plan. The plan will address mitigation measures that will apply to the alignment selected by the Metro Board as the Locally Preferred Alternative and are required to reduce identified significant impacts to a less than significant level for:

- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Noise and Vibration
- Paleontological Resources
- Public Services and Recreation
- Tribal Cultural Resources

Additionally, the Metro Board will determine whether to adopt a Statement of Overriding Considerations for significant and unavoidable impacts related to cultural and paleontological resources.

ES.9 NEXT STEPS

Upon completion of the Draft EIR public review period and review of public and agency comments, the Metro Board will consider selection of a preferred alignment or Locally Preferred Alternative. Public and agency comments received on this Draft EIR will be considered as part of the selection process for the Locally Preferred Alternative, and written responses to comments would be included in a Final EIR.