

# Summary Form for Electronic Document Submittal

**Form F**

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2021040368

Project Title: K Line Northern Extension Project

Lead Agency: Los Angeles County Metropolitan Transportation Authority

Contact Name: Mr. Roger Martin

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Project Location: Los Angeles, West Hollywood  
*City*

Los Angeles  
*County*

Project Description (Proposed actions, location, and/or consequences).

The project would extend the Metro K Line (formerly the Crenshaw/LAX Line) north from the Metro E Line (Expo) to the D Line (Purple) and B Line (Red) heavy rail transit lines. The K Line Northern Extension (KNE) 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 Draft EIR evaluates three alignments: 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. The Draft EIR also evaluates a potential Hollywood Bowl Design Option that would extend the alignments farther north to an alternate terminus station at the Hollywood Bowl. KNE would expand the existing Metro 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.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The 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. Construction impacts identified include impacts to biological resources, hazards and hazardous materials, noise and vibration, public services and recreation, tribal cultural resources and cultural and paleontological resources. All construction impacts are determined to be less than significant with mitigation applied except for those associated with cultural and paleontological resources which are significant and unavoidable.

Operations impacts are limited to the area of hazards and hazardous materials. These impacts are less than significant with mitigation measures.

Mitigation measures are identified for biological resources, cultural resources, hazards and hazardous materials, noise and vibration, paleontological resources, public services and recreation, and tribal cultural resources.

Significant and unavoidable impacts for cultural resources and paleontological resources will occur during construction although mitigation measures are identified to reduce impacts.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The following areas of controversy and concerns were identified based on public comments submitted during the scoping period and through ongoing stakeholder coordination:

- 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

Provide a list of the responsible or trustee agencies for the project.

Los Angeles County Metropolitan Transportation Authority is the lead agency for the Project. Responsible or trustee agencies include the California Department of Transportation (Caltrans), District 7; California Department of Fish and Wildlife (CDFW)