



**Board Report**

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**File #:** 2024-1026, **File Type:** Minutes

**Agenda Number:** 2.

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**REGULAR BOARD MEETING  
OCTOBER 31, 2024**

**SUBJECT: MINUTES**

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held September 26, 2024 and the Special Board Meeting/Ad Hoc 2028 Olympic & Paralympic Games Committee held October 23, 2024.

October 18, 2024

To Adhoc Committee For LA28,

Founded in 2008, WeTap is a 501©3 nonprofit committed to increasing awareness, access and use of public water and drinking fountains/hydration stations to help improve public health, minimize the severe social and economic disparities, and reduce our dependence on single-use plastic to protect the environment and public health.

Over the years, [WeTap.org](http://WeTap.org) has partnered with dozens of public agencies and community groups, including Los Angeles Department of Water and Power (LADWP), the Los Angeles Unified School District (LAUSD), and the California State Water Resources Control Board, to further the goals of increasing awareness and confidence in our public drinking water supply. WeTap developed the ‘[WeTap App](#)’ to map and help residents and visitors locate community drinking fountains and hydration stations. WeTap pioneered the Los Angeles and CA State legislated “[Tap Water Day](#)” campaigns to celebrate publicly provided drinking water. We robustly support the placement and maintenance of drinking fountains and filling stations in schools, parks, and public spaces as normal for everyone. WeTap partnered with the City of Los Angeles in the 2019 LA Sustainability pLAN (<http://plan.lamayor.org/partner>). Mayor Garcetti gave the City of LA 200 new fountains and now we are aiming for 2028 fountains and hydration stations for the 2028 Olympics #2028for2028. We can outshine Paris!

WeTap.org received funding from the Annenberg Foundation, LADWP Community Partnership Grants, and a few others but mostly we have survived with our grit. Now we are in a fast lane to the 2028 Olympics, and we are respectfully requesting your financial support, partnerships and collaboration.

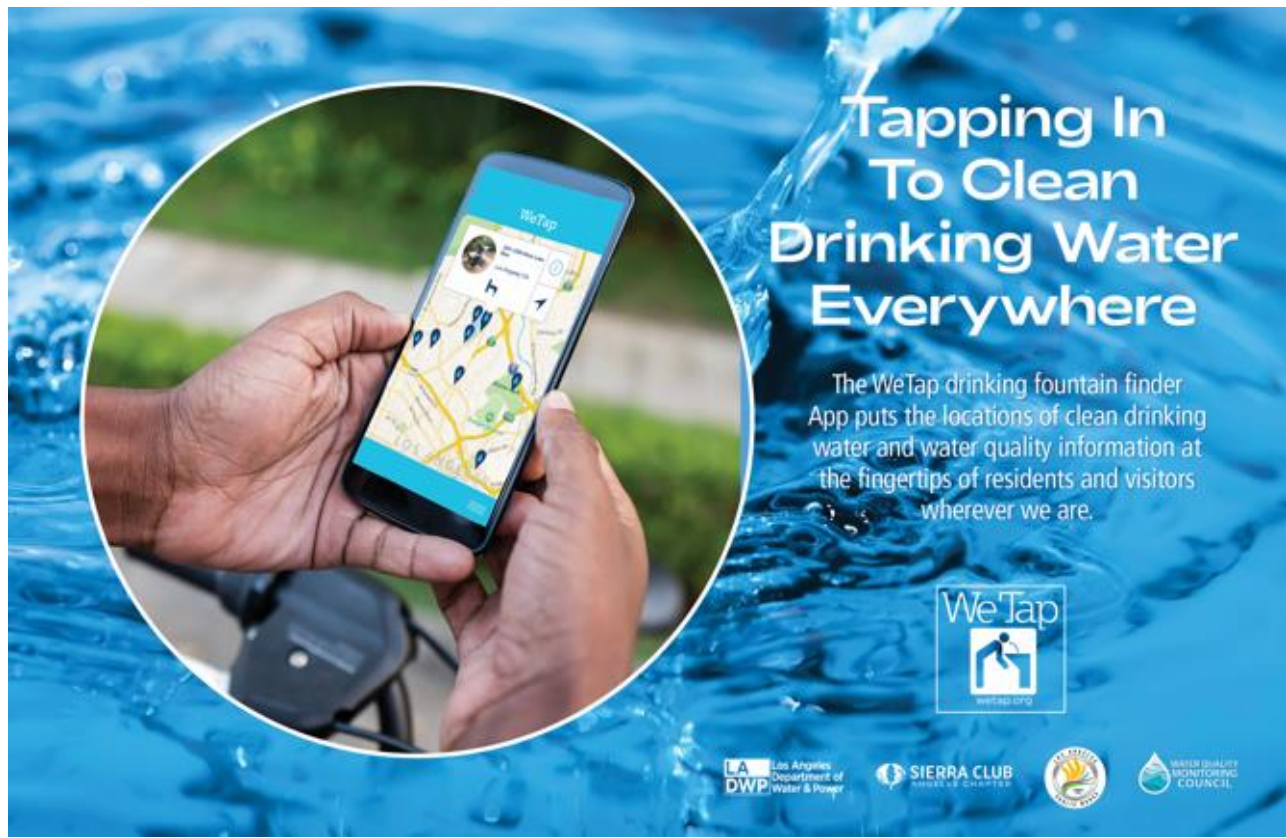
[REDACTED]

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# THE WETAP APP



The [WeTap Drinking Fountain Finder App](#) puts the locations of clean drinking water into the hands of everyone and can provide water quality information at the fingertips of residents and visitors with customization. With site specific data and information about water access, the WeTap App makes drinking water more accessible to all of our communities and bridges the gaps with communication. The WeTap App helps build public confidence in our water supplies and demonstrates the generosity of spirit from public utilities. When more people have better access to hydration stations, where they can refill reusable water canteens for free, and our dependence on single use plastic waste is reduced!

# #2028FOR2028



## WeTap.org - Investing in the Future of Los Angeles

Looking towards the future and with the 2028 Los Angeles Olympics fast approaching, WeTap is helping to systematically organize our publicly supplied drinking water success. We can outshine Paris with publicly provided services that are easy for the public and visitors to find - #2028for2028.

WeTap addresses the social, environmental, economic, public health and education necessary to support the appreciation and use of our PUBLIC DRINKING WATER which helps residence of disadvantaged communities grow and thrive by eliminating the costly burden of single use plastic water bottles while improving public health and protecting our environment for everyone.

We seek your collaboration and support for WeTap's existing programs including the WeTap App, Tap Water Day, and #2028for2028 so that California will emerge as a leader on the world stage for the upcoming World Cup and 2028 Olympics.

# CALIFORNIA CELEBRATES TAP WATER DAY!



On May 7, 2015, the City of Los Angeles, under the leadership of Mayor Eric Garcetti, celebrated the nation’s first [Tap Water Day](#) to promote public drinking water and the promotion and installation of hydration stations/drinking fountains across California to reduce single use plastic waste and improve public health and wellbeing.

In 2023, the California Legislature unanimously passed the [Resolution for the State](#) (Senate Concurrent Resolution 55) which establishes the first Thursday in May as “Tap Water Day” in the State of California. As stated by Senator Anthony J. Portantino, “Clean drinking water is a basic human right and it’s important to make it more accessible for our communities...Organizations like WeTap are doing the critical advocacy work to expand access to clean tap water and I appreciate their support on this resolution.”



## PROCLAMATION

# Tap Water Day

May 7, 2015

WHEREAS, clean drinking water is a basic human right, and protecting and conserving the water we drink is absolutely crucial, and

WHEREAS, outdoor access to drinking water in many municipalities, school districts, parks, and other public places has diminished over time, due to aging infrastructure, shrinking budgets, and the placement of vending machines where once only water fountains stood; and

WHEREAS, there is a pressing need to maintain existing public drinking fountains and to install newer versions – more commonly known as filling stations – in public places to benefit public health, minimize cleanup costs, and protect the environment; and

WHEREAS, public water fountains can provide ready access to safe drinking water and thereby provide adequate hydration throughout the day to benefit student health, performance, and success, and are healthier alternatives than sweetened beverages; and

WHEREAS, maintaining and installing new community drinking fountains and filling stations contributes to conservation of valuable water resources by reducing both demand for bottled water and waste from discarded bottles, and are a more desirable alternative in schools, parks and other outdoor public areas; and

WHEREAS, the mission of the Tap Water Day campaign is to improve public access to water in public places by promoting the placement of public drinking fountains and filling stations in schools, parks, and other public spaces, leading to a growing awareness of the public health, financial, and environmental benefits to publicly available drinking water provided by local water utilities at home and on the go; and

WHEREAS, WeTap.org makes public water fountains easy to find and use via use of its mobile phone application and other educational technology, and is a major partner in the Tap Water Day campaign; and

WHEREAS, for over 90 years, the California-Nevada Section of the American Water Works Association (AWWA) has been committed and dedicated to leading, educating, and serving the drinking water community to ensure public health and to provide safe and sufficient water for all and is a proud sponsor and partner of Tap Water Day as part of national AWWA Drinking Water Week May 3-9, 2015; and

WHEREAS, the Los Angeles Department of Water and Power has served the City with Pure, Clean, Refreshing tap water for over 110 years;

NOW, THEREFORE, I, ERIC GARCETTI, as Mayor of the City of Los Angeles do hereby proclaim May 7, 2015 to be "Tap Water Day" in the City of Los Angeles and encourage Angelenos to support and use public fountains as the one of the best and healthy sources of drinking water, thereby helping appreciate, conserve and preserve scarce water sources, especially in the face of a drought and to protect our environment and the future of Los Angeles.

May 7, 2015



  
ERIC GARCETTI  
Mayor



CALIFORNIA SENATE

# RESOLUTION

By the Honorable Anthony J. Portantino, 27th Senatorial District,  
Relative to:

## Tap Water Day

**WHEREAS** Clean drinking water is a basic human right, and the protection and conservation of the water people drink is critical, and

**WHEREAS** Outdoor access to drinking water in many municipalities, school districts, parks, and other public places has diminished over time due to aging infrastructure, shrinking budgets, and the placement of vending machines where once-only water fountains stood, and

**WHEREAS** Many have recognized a pressing need to maintain current community drinking fountains and to install newer fountains, many commonly known as filling stations, in public places to benefit public health, performance, and success, as community drinking fountains and filling stations provide a healthier alternative to commercial beverages, and

**WHEREAS** Maintaining and installing new community drinking fountains and filling stations contributes to the conservation of valuable water resources by reducing both demand for bottled water and waste from discarded bottles, and for this reason, maintaining and installing new community drinking fountains and filling stations are more desirable alternatives in schools, parks, and other outdoor public areas, and

**WHEREAS** The success of the Tap Water Day initiative will improve access to water in public places by promoting the placement of community drinking fountains and filling stations in schools, parks, and other public spaces, leading to a growing awareness of the public health and financial and environmental benefits of making publicly accessible drinking water provided by local water utilities available both at home and on the go, and

**WHEREAS** Municipalities and water utilities are responsible for providing clean and dependable drinking water throughout communities, and this annual celebration provides an opportunity for them to display their commitment to meeting the highest standards of safety and quality to ensure the health and well-being of the public and increasing public awareness about the value, dependability, reliability, and safety of public water and consider investing in the expansion and maintenance of drinking fountains and filling stations, especially in underserved communities, and

**WHEREAS** WeTap.org makes community drinking fountains easy to find and use by offering its mobile phone application and other educational technology and is a major partner in the Tap Water Day initiative, now, therefore, be it

**RESOLVED BY SENATOR ANTHONY J. PORTANTINO**, That he recognize the first Thursday in May as Tap Water Day in the State of California, which provides an opportunity for Californians to celebrate, support, and value publicly supplied drinking water and use community drinking fountains and filling stations as some of the best and healthiest sources of drinking water, thereby helping to reduce unnecessary plastic waste, alleviate economic disparity, and appreciate, conserve, and preserve scarce and precious drinking water sources, especially in the face of drought and increased heat, to protect the environment and the future of California.

Assembly Resolution No. 207  
Enacted this 4th day of May, 2011.

Honorable Anthony J. Portantino  
27th Senatorial District

# ACCURATE AND DYNAMIC WATER QUALITY INFORMATION NEEDS TO ALWAYS BE ACCESSIBLE TO EVERYONE



WeTap.org is partnered with the CA Resources Control Boards' [CA Water Quality Monitoring Council](#) (CAWQMC) for the [Safe to Drink Workgroup](#) to help improve our drinking water narrative. This is the only drinking water website for the State of California. [MyWaterQuality.ca.gov](#) could be a more vital source of coordinated and relevant information for the public throughout the state, including in Los Angeles, particularly when the world descends on our state for these world class athletic games.

Under the CAWQMC, this is a legislated mandate, in the Governor's Resiliency Plan, and yet underfunded. Data and information sharing has evolved since the inception of this requirement and yet WeTap.org has been rising to the challenge to help this very important drinking water website.



# COMMUNITY OUTREACH




Expanding community outreach in positive, unique and creative ways, is essential. We need to:

- CONNECT with the residents citywide and statewide.
- ENGAGE with targeted communities.
- FOCUS messaging to reach specific communities.
- SHARE water quality expertise and context.
- EMPOWER communities and individuals to solve challenges.
- PROMOTE city wide goals and visions.
- INFORM everyone about publicly supplied drinking water and its benefits.
- EDUCATE students with information that matters.

WeTap successfully advocated for LAUSD’s public fountains which are now maintained at very high standards, with their \$50,000,000+ investments in their units. WeTap collaborated with some schools to educate youth about the quality of public drinking water and to “SAY NO” to disposable plastic water bottles, increasing funding for filling stations in schools, parks and other public places. WeTap is now seeking to increase the messaging to students across California with new educational curriculum and inspiring programs including WeTap’s [“Waterfall of Art”](#)

**EDUCATION IS POWER:  
CREATIVE PROJECTS COMMUNICATE  
MESSAGES MOST EFFECTIVELY  
WITHOUT DISCRIMINATION**



Inspiring Clean  
Water Advocacy  
Through  
Mural Projects

By bringing together local artists  
and community members we will raise  
awareness and champion clean water  
initiatives throughout our neighborhoods.

**We Tap**  
we tap.org

**DWP** Los Angeles  
Department of  
Water & Power

**SIERRA CLUB**  
WATER FOR PEOPLE

**WATER QUALITY  
IMPROVEMENT  
COUNCIL**

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## October 2024 Special Board Meeting/Olympics Public Comments – Item 7

[REDACTED]  
**Sent:** Tuesday, October 22, 2024 3:10 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** ITEM NEEDS MORE CONSIDERATION for Agenda Item #7 of Special Board Meeting/Ad Hoc 2028 Olympic & Paralympic Games Committee

Dear Chair Hahn and Committee Members,

I'm a transit advocate from Chino Hills. I am writing today on Agenda Item #7. I believe the item needs more consideration. I use Metro personally for appointments and events in Los Angeles (e.g., L.A. Pride in the Park, Dodgers Pride Night). I promote Metro use on social media as a viable alternate to driving. Metrolink and local transit outside L.A. County are impractical for me. I wish that was not the case. TAP and its technology are ahead of what my county offers for local transit. I regularly advocate to my local transportation authority (SBCTA), local transit provider (Omnitrans), and Metrolink to integrate into the TAP system. I advocate the committee to work with nearby county transportation authorities to extend the TAP system for local transit outside Los Angeles County. I also recommend coordinating with fellow board members on Metrolink to simplify, update, and expand the transfer policy. Most local transit and Metrolink riders in the region experience inconsistent transfer policies (see below for examples). Except for Metro Bus and Rail, Metrolink passes and tickets are generally not useful for local transit except to and from a Metrolink station (see below).

I also put forward transforming the Countywide and Freight TDM and Universal Basic Mobility programs into regional projects with nearby county transportation authorities. Many local transit riders outside L.A. County miss out on the benefits that TAP offer: stored value to pay-per-ride, fare capping (on Metro), the flexibility of using an app or a physical card and eventually a contactless debit or credit card, and multiple locations to buy passes and refill store value accounts for TAP cards. TAP has the potential to serve local transit in neighboring counties and Metrolink, according to SCAG (see below). The Olympics and Paralympics are excellent opportunities for state and federal funding on that. It's disappointing our region lacks something like Clipper Card in the San Francisco Bay Area and OMNY in the New York City Area.

Let's expand TAP to local transit in Southern California and make it easier to ride across the region!

Sincerely,

[REDACTED]

Sources and Examples

SCAG Universal Fare System - <https://scagitsarchitecture.org/projdetail.htm?id=75>

OCBus Transfer Policy - <https://www.octa.net/getting-around/bus/oc-bus/routes-and-schedules/connections-and-transfers/>

Omnitrans transfer policy - <https://omnitrans.org/wp-content/uploads/2020/05/Accepted-Fare-Media.pdf>

Riverside Transit Agency (RTA) transfer policy -

<https://www.riversidetransit.com/index.php/fares-a-passes/fares-a-passes?highlight=WyJ0cmFuc2ZlciJd>

Foothill Transit transfers- <https://www.foothilltransit.org/transfers>

Metrolink transit connections - <https://metrolinktrains.com/rider-info/general-info/transit-connections/>



**MINUTES**

**Thursday, September 26, 2024**

**10:00 AM**

**Board of Directors - Regular Board Meeting**

**DIRECTORS PRESENT:**

**Janice Hahn, Chair  
Fernando Dutra, 1st Vice Chair  
Jacquelyn Dupont-Walker, 2nd Vice Chair  
Kathryn Barger  
Karen Bass  
James Butts  
Lindsey Horvath  
Paul Krekorian  
Holly J. Mitchell  
Ara J. Najarian  
Tim Sandoval  
Hilda Solis  
Katy Yaroslavsky  
Gloria Roberts, non-voting member**

**Stephanie Wiggins, Chief Executive Officer**

**CALLED TO ORDER: 10:11 A.M.**

**ROLL CALL**

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 11, 13, 16, 17, 20, 21, 22, 23, 24, 25, 26, 27 and 32.

Consent Calendar items were approved by one motion unless held by a Director for discussion and/or separate action.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

*\*Voting Deviations:*

*Item 9 – the following Directors were conflicted: KB, KRB, LH, and JH*

*Item 16 – the following Directors were conflicted: KB, KRB, LH, HJM, KY, and JH*

*Item 23 – the following Directors were conflicted: KB and KRB*

*Item 24 – the following Director was conflicted: KY*

*Item 32 – the following Directors were conflicted: KB, KRB, LH, HS, KY, and JH*

**2. SUBJECT: MINUTES**

**2024-0937**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held July 25, 2024.

**3. SUBJECT: REMARKS BY THE CHAIR**

**2024-0938**

RECEIVED remarks by the Chair.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
P	P	P	P	P	P	P	P	P	P	P	P	P

**4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER**

**2024-0939**

RECEIVED report by the Chief Executive Officer.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
P	P	A	A	P	P	P	P	P	P	P	P	P

KB = K. Barger	FD = F. Dutra	HJM = H.J. Mitchell	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	PK = P. Krekorian	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

**5. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM AND MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE - SOUTH BAY SUBREGION** **2024-0506**

APPROVED ON CONSENT CALENDAR:

**A. APPROVING:**

1. Programming of an additional \$11,164,810 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50);
2. Programming of an additional \$11,586,591 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63);
3. Programming of an additional \$600,000 within the capacity of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66);
4. Programming of an additional \$16,300,000 within the capacity of Measure R South Bay Transit Investments Program; and

**B. AUTHORIZING** the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

**6. SUBJECT: NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR** **2024-0473**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 14 to Contract No. AE49337000 with Arcadis, A California Partnership (formerly IBI Group) in the amount of \$3,158,761 for the optional task for preliminary engineering and to advance the design of curb extensions (bus bulbs) or boarding islands as part of the North San Fernando Valley (NSFV) Bus Rapid Transit (BRT) Corridor Project, increasing the contract value from \$5,683,973 to \$8,842,734, and extend the period of performance from October 31, 2024 through December 31, 2026.

**7. SUBJECT: PROGRAM FUNDS FOR ARROYO VERDUGO OPERATIONAL IMPROVEMENTS** **2024-0779**

APPROVED ON CONSENT CALENDAR:

- A. \$5,000,000 in additional programming for two City of Glendale projects within the Arroyo Verdugo subregion; and

(continued on next page)

(Item 7 – continued from previous page)

- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for the Board-approved projects.

**8. SUBJECT: COUNTYWIDE CALL FOR PROJECTS**

**2024-0510**

APPROVED ON CONSENT CALENDAR:

- A. DEOBLIGATING \$5.94 million of previously approved Call for Projects (Call) funding, and hold in RESERVE;
- B. changes to the scope of work for:
  - 1. City of Los Angeles - Last Mile Folding Bike Incentive Program (Call #F7707);
  - 2. City of Los Angeles - Building Connectivity with Bicycle Friendly Business District (Call #F9803);
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and
- D. RECEIVING AND FILING time extensions for 49 projects.

**9. SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT**

**2024-0468**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute and enter into a Joint Development Agreement (JDA) with NOHO Development Associates, LLC, a Delaware limited liability company (Developer), an affiliate of Trammell Crow Company, and associated Ground Leases (Ground Leases) and other related documents with Developer or its affiliates or qualified transferees, for the construction and operation of a mixed-use project on up to 11.8 acres of Metro-owned property located at the North Hollywood Metro Station (District NoHo or Project) in accordance with the Joint Development Summary of Key Terms and Conditions upon receipt of concurrence by the Federal Transit Administration (FTA) and the California Transportation Commission (CTC);

(continued on next page)



(Item 9 – continued from previous page)

B. DETERMINING that the Board, acting as the governing body of the responsible agency under the California Environmental Quality Act (CEQA), after consideration of the whole of the administrative record, adopts the Findings of Fact and Statement of Overriding Considerations setting forth the reasons and benefits with full knowledge that significant impacts may remain, and the Mitigation Monitoring and Reporting Program of the City of Los Angeles Environmental Impact Report No. ENV-2019-7241-EIR which was certified on August 22, 2023; and

C. AUTHORIZING the CEO or designee to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

**10. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS) FOR BATTERY ELECTRIC BUS CHARGER INFRASTRUCTURE 2024-0397**

AUTHORIZED the Chief Executive Officer to award a cost plus fixed fee Contract No. AE120406MC083, to Anser Advisory, to provide Construction Management Support Services for Battery Electric Bus (BEB) Charging Infrastructure Projects located at our bus operation divisions, transit centers, as well as opportunity chargers along current BEB routes for a term of 3 years at a not to exceed total contract value of \$6,012,319, subject to the resolution of any properly submitted protest(s), if any.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	C	Y	Y	A	Y	Y	Y	A/C	C	A/C

**11. SUBJECT: METRO TRAINING & INNOVATION CENTER (MTIC) 2024-0541**

APPROVED ON CONSENT CALENDAR:

- A. INCREASING the Life of Project Budget for the Metro Training & Innovation Center (Project) by \$1,409,000, from \$19,900,000 to \$21,309,000; and
- B. AUTHORIZING the Chief Executive Officer to amend the FY25 Budget in the amount of \$1,091,000 to fund operational costs for the Metro Training & Innovation Center.

**13. SUBJECT: G LINE IMPROVEMENTS PROJECT**

**2024-0512**

APPROVED ON CONSENT CALENDAR:

- A. ESTABLISHING a Life-of-Project (LOP) budget for the G Line Improvements Project in the amount of \$668,450,000; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including Early Works Packages (EWPs), the Phase 2 Supplement and contract modifications, up to the authorized Life-of-Project budget.

**16. SUBJECT: GROUP INSURANCE PLANS**

**2024-0523**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to renew existing group insurance policies covering Non-Contract and AFSCME employees, including long-term disability coverage for Teamster employees, and life insurance for all full-time Metro employees, for the one-year period beginning January 1, 2025.

**17. SUBJECT: PRE-QUALIFICATION PROGRAM**

**2024-0355**

APPROVED ON CONSENT CALENDAR:

- A. ADOPTING an amendment to Metro’s Administrative Code Chapter 4-05 to replace the existing contractor pre-qualification language with of this Board Report; effective January 1, 2025; and
- B. RECEIVING AND FILING streamlining initiatives, including electronic signature deployment for procurement contracts and purchase orders.

**18. SUBJECT: MEASURE R BONDS**

**2024-0434**

APPROVED:

- A. ADOPTING a Resolution, (“Resolution”), that authorizes the issuance and sale of up to \$500 million in aggregate principal amount of Measure R Senior Sales Tax Revenue Refunding Bonds in one or more series and taking all other actions necessary in connection with the issuance of the refunding bonds (“Refunding Bonds”); and
- B. ESTABLISHING an underwriter pool that will be used to select underwriters for all future negotiated debt issues through June 30, 2029.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	C	C	Y	C	Y	Y	Y	ABS	Y	C	C

**20. SUBJECT: CIRCUIT BREAKER RETROFIT KIT**

**2024-0471**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA111914(2)000 to Gillig LLC, the lowest responsive and responsible bidder to supply Circuit Breaker Retrofit Kits in the not-to-exceed (NTE) amount of \$1,339,042.21 inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

**21. SUBJECT: ALTERNATOR ASSEMBLY**

**2024-0472**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA113336000 to TK Services, Inc., the lowest responsive and responsible bidder to supply alternator assemblies in the not-to-exceed (NTE) amount of \$2,805,153.48, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

**22. SUBJECT: BRAKE CALIPER ASSEMBLIES**

**2024-0474**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA113925000 to Zen Industrial Services, Inc., the lowest responsive and responsible bidder to supply Brake Caliper Assemblies in the not-to-exceed (NTE) amount of \$3,015,693.07, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

**23. SUBJECT: VANPOOL VEHICLE SUPPLIER BENCH CONTRACT**

**2024-0481**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 7 to the Vanpool Vehicle Supplier Bench Contract Nos. PS1074300051491, PS1074400051491, and PS1074500051491 with Green Commuter, Airport Van Rental, and Enterprise Rideshare (a division of Enterprise Holdings) respectively, to increase the total not-to-exceed (NTE) contract amount by \$3.7 million from \$36,000,000 to \$39,700,000 and extend the period of performance from December 31, 2024 to June 30, 2025.

**24. SUBJECT: P3010 LIGHT RAIL VEHICLE INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS)**

**2024-0505**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 2, and exercise Option 1, install and commission the Integrated Data and Communication System (IDCS) on the P3010 Light Rail Vehicle under Contract No. TS83056-2000 to Siemens Mobility, Inc. in the firm fixed amount of \$18,051,025, increasing the total Contract amount from \$5,043,855 to \$23,094,880. This action does not change the board-approved LOP for this project of \$44,436,129.

**25. SUBJECT: A LINE TRAIN CONTROL NON-VITAL AND VITAL RELAY REPLACEMENT 2024-0496**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a 39-month firm fixed price Contract No. AE117510000 to B&C Transit, Inc. for the Metro A Line Train Control Non-Vital and Vital Relay Replacement Project in the amount of \$14,838,050 effective October 1, 2024, subject to resolution of any properly submitted protest(s), if any; and
- B. INCREASE the Life of Project (LOP) Budget for the A Line Train Control Non-Vital and Vital Relay Replacement by \$9,355,855 from \$11,100,000 to \$20,455,855.

**26. SUBJECT: SENATE BILL 125 (SB 125) ZERO-EMISSION TRANSIT CAPITAL PROGRAM 2024-0172**

APPROVED ON CONSENT CALENDAR:

- A. ADOPTING a Los Angeles County Regional Zero Emission Bus Procurement Policy;
- B. the Los Angeles County Regional Zero Emission Transit Capital Program (ZETCP)-Equivalent Fund Allocation Framework and the resulting Included and Eligible Transit Operator fund amounts totaling \$49.84 million in Proposition C 40% funding; and
- C. AMENDING the FY25 Budget to implement the ZETCP-Equivalent Fund Allocations and authorize the Chief Executive Officer to negotiate and execute all necessary agreements.

**27. SUBJECT: APPOINTMENTS TO METRO'S SERVICE COUNCILS 2024-0431**

APPROVED ON CONSENT CALENDAR nominees for membership on Metro's San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils.

**32. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT 2024-0526**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 8 to Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, in the amount of \$74,869,029 to advance to 30% Preliminary Engineering (PE) for the Initial Operating Segment (IOS), increasing the contract value from \$35,514,357 to \$110,383,386 and extending the period of performance from December 31, 2024, to August 30, 2026.

**33. SUBJECT: STATE AND FEDERAL REPORT**

**2024-0550**

RECEIVED AND FILED the September 2024 State and Federal Legislative Report.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
P	P	A	A	P	P	P	P	A	P	P	P	P

**34. SUBJECT: A TRANSPORTATION PLAN FOR 2028 OLYMPIC AND PARALYMPIC GAMES VENUES MOTION**

**2024-0959**

FORWARDED TO THE OCTOBER 2024 BOARD CYCLE:

~~APPROVE Motion by Hahn that the Board direct the Chief Executive Officer to:~~

- ~~A. Report back to the Board with a plan on the Games Enhanced Transit System and overall preparation for the 2028 Olympic and Paralympic games, including:
 
  - ~~1. An estimate of the number of bus operators and maintenance staff that Metro will need;~~
  - ~~2. A staffing plan;~~
  - ~~3. A plan for how Metro will coordinate with other Municipal bus operators and Metrolink; and~~
  - ~~4. Estimated costs for bus procurement and staffing, and how it could be paid for.~~~~
- ~~B. Report back on this plan and next steps at the April 2025 Ad Hoc 2028 Olympic and Paralympic Games Committee of this Board, with an interim update at the January 2025 Ad Hoc Committee meeting.~~

**35. SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR WESTSIDE PURPLE LINE EXTENSION SECTION 1**

**2024-0173**

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a 10-month and 7 days Temporary Construction Easement ("Property Interest") from the property known as 5318 Wilshire Blvd, Los Angeles, CA 90036 APN: 5089-001-028 (formerly 5089-001-026) identified in.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

**A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)**

1. Saul Salamanca v. LACMTA, Case No. 22STCV00221

APPROVED settlement in the amount of \$400,000.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
A	Y	Y	A	A	Y	Y	Y	Y	Y	Y	Y	Y

2. Mervin Shannon v. LACMTA, Case No. 22STCV03752

APPROVED settlement in the amount of \$700,000.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
A	Y	Y	A	A	Y	Y	Y	Y	Y	Y	Y	Y

3. Jobs To Move America v. LACMTA, Case No. 24STCP02977

No report.

**B. Public Employee Performance Evaluations - Government Code Section 54957**

Title: CEO, General Counsel, Board Clerk, Inspector General, Chief Ethics Officer

No report.

**C. Conference with Labor Negotiator - Government Code Section 54957.6**

TCU, AFSCME, Teamsters

No report.

**D. Conference with Real Estate Negotiator - Government Code 54956.8**

1. Property: 1801 Avenue of the Stars, Los Angeles, CA 90067 and 1930 Century Park West, Los Angeles, CA 90067

Agency Negotiator: Craig Justesen, EO Real Estate

Negotiating Party: Century City Mall, LLC, a Delaware limited liability company

Under Negotiations: Price and Terms

No report.

(Item 36 – continued from previous page)

2. Property: 13949 Stage Road and 16934 Rosecrans Avenue, Santa Fe Springs, CA 90670

Agency Negotiator: Craig Justesen, EO Real Estate

Negotiating Parties: RRM Properties, LTD

Under Negotiations: Price and Terms

No report.

**ADJOURNED AT 1:51 P.M. IN MEMORY OF ILYSSA DECASPERIS AND RICHARD ALATORRE.**

Prepared by: Jennifer Avelar

Sr. Administrative Analyst, Board Administration

A handwritten signature in black ink, appearing to read 'Collette Langston', is written over a horizontal line. The signature is stylized and cursive.

Collette Langston, Board Clerk

August 14, 2024

Dear Metro Board Members,

We have been residents of Lafayette Square since 2015 and of Los Angeles since 2003. Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Washington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

### **Seismic Risks and Vulnerability**

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

### **Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues.



The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### **Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

### **Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

### **Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

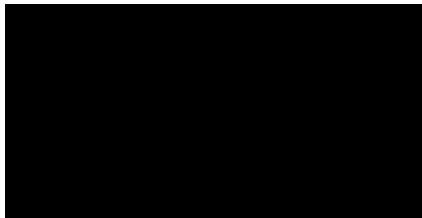
### **Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

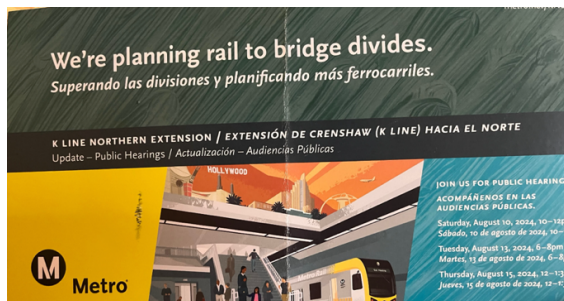
Sincerely,



Initially Proposed Pathway:



Recent notice in the mail:





of all communities impacted by construction and would like to collaborate with Metro and other agencies to support the affected community directly.

We hope for a positive resolution to ensure the continuation of this important project.

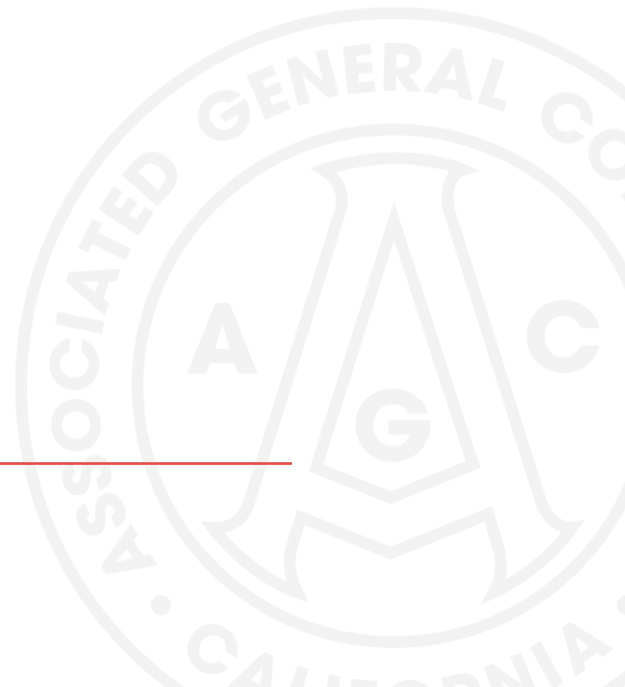
Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

---

[REDACTED]  
[REDACTED] | [REDACTED]





September 4, 2024

Metro Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**RE: METRO K LINE EXTENTION NORTH CONCERNS  
CRENSHAW/ADAMS TO MIDTOWN CROSSING**

Dear Metro Board of Directors,

I write this letter as a supporter of public transit. I am deeply concerned about the impacts of potential tunneling under any residential community, and in particular the historic neighborhoods of Lafayette Square (incl. the adjacent Lafayette Road) and Wellington Square as described in the Draft Environmental Impact Report (DEIR). While the majority of the planned route stays along public rights-of-way and commercial corridors, these are two of the few residential communities that would be affected by potential tunneling. **Metro must place the underground route between the Crenshaw/Adams station and the Midtown Crossing Station on the public rights-of-way along Crenshaw Boulevard and Venice or Pico Boulevard.** Unfortunately, there is no discussion of either of these neighborhoods in the Communities, Population, and Housing analysis.

One of the goals of the DEIR is to ... “minimize Environmental Impacts to displacement of residents, businesses, and existing communities.” Lafayette Square and Wellington Square are historic, culturally rich, largely African-American communities with long-time homeowners and former residents who have invested their lives in their city and their homes, having made major contributions to the cultural tapestry, history, and ethnic and economic diversity that is the City of Los Angeles. The unknown impacts of potential tunneling could include irreparable harm to identified and documented cultural resources such as the Lafayette Park HPOZ, the pending Wellington Square HPOZ, and City approved Historic Cultural Monuments in these neighborhoods, as well as ground subsidence and infrastructure issues; values that are the antithesis of equitable planning and transportation. The Cultural and Paleontological Resources analysis does not discuss any of these issues in any meaningful manner as required by an EIR. These impacts are significant and they are avoidable by moving the route to the public rights-of-way.

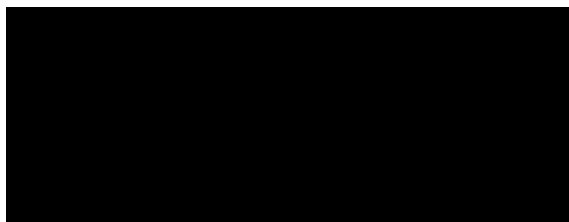
The high-water tables of these communities have also not been considered, and potential tunneling will likely create severe impacts that will lead to ground subsidence and infrastructure issues, creating reductions in home values and make it difficult to sell one’s residential property in the future. Lack of supporting structural details in the DEIR does not allow the public to understand

the potential impacts of noise, ground settlement, and vibration damage that could impact the properties and residents in these communities. The Hydrology and Water Quality analysis is woefully incomplete and does not adequately address the tunneling impacts to these communities.

The Base Alignment should be rejected for a design option that puts the tunneling and underground train directly under the public rights-of-way along Crenshaw Boulevard and Venice or Pico Boulevard. There are minimal costs and minimal delays to operations with this design option.

**I highly encourage the Metro Board of Directors to support the communities' concerns and move the train to the public rights-of-way under Crenshaw Boulevard and Venice or Pico Boulevard.** Let's connect the dots by not impacting the historic communities of Lafayette Square and Wellington Square. If you have any questions, please contact Andrew Westall of my staff at 213-473-7010. Thank you for your prompt attention to this matter.

Sincerely,



September 20, 2024

Metro Board of Directors  
1 Gateway Plaza  
Los Angeles, CA 90012

Re: Comments on the K-line Northern Extension EIR,  
In Support of a Re-route

To The Metro Board:

I am Mark J. Robertson, Sr., also writing on behalf of my wife, Donna D. Robertson. We are supportive of Metro expansion throughout the region. We were born and raised in Los Angeles, and both were raised by single, widowed mothers.

My mother was Rita, mother of 5, a union administrator who never made more than \$35,000 in working for 32 years on the same job. Donna's mother was Barbara, who spent her working life as a telephone operator at Cedars Sinai Hospital. While our parents did very well to provide for us, neither was in a financial position to leave any semblance of wealth for future generations.

They were, however, diligent to make sure that Donna and I were both well educated, at USC and UCLA respectively. Our mothers' commitment to our education has served us well in raising our three sons and building the beginnings of an estate to leave behind for them, and now our grandchildren. We see providing for our family's future as an obligation and generational responsibility, with whatever resources we can accumulate.

For the last 25 years, the plan to provide a major portion of those resources has included our home at 1744 Virginia Road, in the predominantly Black neighborhood of La Fayette Square, in Los Angeles. This is a 108-year-old structure that has truly been our home in every sense of the word. It is where our sons grew up, where we have been healed from illness, where we celebrated holidays, birthdays and graduations, and where we can relax and feel safe – HOME.

Our plans for HOME, however, are now threatened by the planned route of the Metro K-line northern extension, under the La Fayette Square community. We attended the Metro informational meeting at the Nate Holden Theater, and we listened to Metro professionals explain the engineering of the project, and their thoughts on how homes in the area would not be impacted. We also listened as the Metro team showed a video of the construction of the 10 Freeway, and the destruction, disruption, and financial devastation of the communities along the route, including the historic Sugar Hill neighborhood of Black Los Angeles. The comment made by Metro staff after the video was "we get it, we understand". Those comments, after that video left one with the thought of "how patronizing, they get it, but this K-line plan is doing the same thing all over again".

Yes, the K-line will be up to 110 feet below ground, and yes, the engineers give their opinions on soil stability and vibrations, but the financial impact on property values, and thus Black family wealth cannot be quantified. Due to this uncertainty, the route of the K-line extension must be








Final Audit Report

2024-09-20

Created:	2024-09-20
By:	Kimberly Blake (kimberly.ludlow@pcrcorp.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAs_gbSVXFdklQqNn1Ca7yOFFTGe1OXZdN

## "Mark and Donna Robertson - METRO Letter 9-20-2024" History

-  Document created by Kimberly Blake (kimberly.ludlow@pcrcorp.org)  
2024-09-20 - 5:43:11 PM GMT
-  Document emailed to Mark Robertson (mark.robertson@pcrcorp.org) for signature  
2024-09-20 - 5:43:15 PM GMT
-  Email viewed by Mark Robertson (mark.robertson@pcrcorp.org)  
2024-09-20 - 5:49:33 PM GMT
-  Document e-signed by Mark Robertson (mark.robertson@pcrcorp.org)  
Signature Date: 2024-09-20 - 5:49:43 PM GMT - Time Source: server
-  Agreement completed.  
2024-09-20 - 5:49:43 PM GMT



Powered by  
**Adobe**  
**Acrobat Sign**



August 21, 2024

To Whom It May Concern,

My name is Robert Brkich Jr. and I have been a resident of La Fayette Square since 2000. I have seen this neighborhood in a severely rundown state and turn into an absolutely beautiful neighborhood. The residents of this community, both old and new, have spent countless hours of hard work and money restoring these historical homes, and the neighborhood is now one of the most desired neighborhoods to live in.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

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project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

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### **Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

### **Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

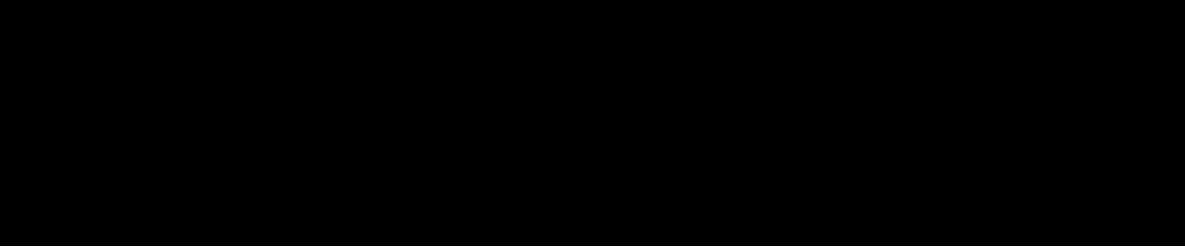
We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[REDACTED]

[REDACTED]



August 29, 2024

Dear Members of the Los Angeles Metro Board,

The League of Women Voters of Los Angeles County strongly supports extending the K line from the current northern terminus at Expo/Crenshaw to connect with the D and B lines.

[LWV California Transportation Policy](#) supports transit that lowers VMT, is efficient, convenient, and cost-effective; is safe and secure; serves all segments of the population and diverse geographic needs; minimizes harmful effects on the environment; and is integrated with land use. Additionally, [LWV California Climate Change Action Policy](#) supports a clean, sustainable low-carbon energy economy that includes all forms of transportation infrastructure and land use policies that reduce automobile dependence.

Global atmospheric CO<sub>2</sub> is approaching 420 ppm and global temperatures have reached 1.2°C above pre-industrial times. In [California and the Los Angeles Area, VMT continues to rise](#). CO<sub>2</sub> emissions due to private vehicles have not decreased, even with the adoption of EVs, because vehicles are larger, heavier, and equipped with more powerful engines which require more fuel.

Connecting the K line with the D and B lines will unlock the potential for more carfree travel between the mid-city area and other regions served by rail lines. We cannot risk extending the project from 2 to 3 phases of 8-12 years each. Such a delay would likely result in exceeding our carbon budget by 1.5°C or even 2.0°C. The County must not take an extra decade to achieve the CO<sub>2</sub> emissions reductions that would result from connecting these rail lines.

The League recognizes that the La Brea alignment is expected to reduce CO<sub>2</sub> the most while the Fairfax alignment will serve the most users per station. Both options will save transit users more time than the longer, roundabout San Vicente alignment. We acknowledge that the Fairfax alignment is about a mile east of Cedars-Sinai, but this is not sufficient justification for further delay.

Connections to Cedars-Sinai would be greatly improved with the addition of wide and protected bike lanes on Beverly and/or 3rd, and San Vicente and/or La Cienega. Protected bike lanes are suitable for mobility scooters and bicycles/tricycles alike. The Wilshire/La Cienega D line station, only 1 mile from Cedars-Sinai, is scheduled to open in 2025. One mile of protected bike lanes and dedicated bus lanes, including a direct DASH route, can be installed quickly and at a much lower cost than \$4 Billion. Alternatively, shared bus, bike and first responder lanes can be installed even faster.

The League urges Metro to consider only the Fairfax and La Brea alternatives going forward.

Thank you,





[klinenorth@metro.net](mailto:klinenorth@metro.net), [boardclerk@metro.net](mailto:boardclerk@metro.net), [FourthDistrict@bos.lacounty.gov](mailto:FourthDistrict@bos.lacounty.gov),  
[ThirdDistrict@bos.lacounty.gov](mailto:ThirdDistrict@bos.lacounty.gov), [councilmember.Krekorian@lacity.org](mailto:councilmember.Krekorian@lacity.org), [kathryn@bos.lacounty.gov](mailto:kathryn@bos.lacounty.gov),  
[HollyJMitchell@bos.lacounty.gov](mailto:HollyJMitchell@bos.lacounty.gov), [firstdistrict@bos.lacounty.gov](mailto:firstdistrict@bos.lacounty.gov), [Councilmember.Yaroslavsky@lacity.org](mailto:Councilmember.Yaroslavsky@lacity.org),  
[suki.gershenhorn@lacity.org](mailto:suki.gershenhorn@lacity.org), [info@mincla.org](mailto:info@mincla.org)

August 14, 2024

To Whom It May Concern,

I have lived in Lafayette Square since 1985 and have added to the continuing upgrading of this special neighborhood, including involvement with the installation of gates and obtaining our HPOZ designation. I am also old enough to have witnessed the destruction of the historic West Adams and Berkeley Square neighborhoods for the construction of the 10 Freeway. I am appalled by the Metro K line northern expansion, with the potential impact on the 100 year-old structures and the degrading of our property values. My home is one of the English Tudor Brick veneer structures on Virginia Rd and I doubt that the constant motion and bombardment from tunneling and, eventually, trains will allow my home to survive.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

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While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

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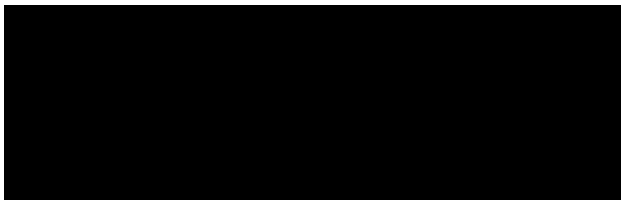
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Thank you for your time and effort.



Initially Proposed Pathway:



Recent notice in the mail:

**We're planning rail to bridge divides.**  
*Superando las divisiones y planificando más ferrocarriles.*

**K LINE NORTHERN EXTENSION / EXTENSIÓN DE CRENSHAW (K LINE) HACIA EL NORTE**  
Update - Public Hearings / Actualización - Audiencias Públicas

**JOIN US FOR PUBLIC HEARINGS**  
**ACOMPÁÑENOS EN LAS AUDIENCIAS PÚBLICAS.**

Saturday, August 10, 2024, 10-12p  
Sábado, 10 de agosto de 2024, 10-12p

Tuesday, August 13, 2024, 6-8pm  
Martes, 13 de agosto de 2024, 6-8pm

Thursday, August 15, 2024, 12-13p  
Jueves, 15 de agosto de 2024, 12-13p

**M Metro**

HOLLYWOOD

110

September 3, 2024

To Whom It May Concern,

My name is Obdulio Carreras. I grew up in Lafayette of Square and have been a resident of the neighborhood for over 30 years. I wish to address concerns that were recently brought to my attention by my fellow neighbors.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

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Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

### **Structural Damage from Vibration and Soil Settlement**



Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### **Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

### **Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

### **Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

### **Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same

consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

A solid black rectangular redaction box covering the signature area.

Date: September 20, 2024

## Opposition to the Metro K Line Northern Extension and its Impact on LaFayette Square

Members of the Metro Board of Directors,

As concerned residents of LaFayette Square, this writing is to express both mine and my wife's strong **opposition** to the proposed plan of the Metro K Line Northern Extension.

It is well known that our neighborhood and others are preserved under "**Historical Preservation.**" Most, if not all the homes are well beyond 100 years of age. One (still standing) belonged to Mr. Charles Crenshaw, in whose honor *Crenshaw boulevard* was named! Drilling underground to **any extent** poses a severe threat. While we are not technical experts, our deep connection to this neighborhood provides a unique understanding of the potential dangers that this project could bring.

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our already fragile buildings.

At our last meeting, we were told by an "*invited engineer,*" the method used in determining depth to avoid "surface" damage dwelling, urged Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety. The engineer also indicated the depth of drilling had been as far as "96" feet!

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) may not be sufficient to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Has there been an independent HEALTH AND SAFETY review or study what the extent of the EMF (Electro Magnetic Frequencies) that will permeate from underground trains, and cells towers into homes of the residents?**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette and Wellington Square. Despite recent meetings with claims of this project being still in its draft stage, there appears to be a dismissal of

alternatives that would avoid tunneling beneath our neighborhoods. The only other route discussed, which runs along Pico to Crenshaw, or Labrea have been dismissed due to cost concerns, yet while very possibly impact fewer homes and pose less risk to “historic structures”. This raises significant procedural concerns that must be addressed.


The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, Labrea Ave, Pico Bl, and Crenshaw Bl

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that do not endanger our century-old homes, ensuring the preservation of our community’s unique character.

**We strongly oppose to the Metro K line routing through our historical predominately black neighborhood destroying our home values and our generational wealth.**

[REDACTED]

[REDACTED]



September 19, 2024

To Whom It May Concern,

My name is Kim Foley and I have been a long time resident of Wellington Square. My parents purchased this home in 1964. It has always been a lovely, peaceful and quiet neighborhood.

I am in favor of a rail to bridge the divides. However, I am NOT in favor of the K Line Northern Extension coming through Wellington Square or La Fayette Square. It has always been a peaceful HPOZ neighborhood. The house was built in 1923. Many of the homes in this area are older and disrupting the underground could cause SEVERE damage to the existing foundations of these older homes. I worked with Kiewit, the construction company, on the 405 freeway Carmageddon project at Wilshire & Sepulveda in 2012. There were numerous complaints from residents in the area and adjacent to the area, of foundation cracks, wall cracks and overall damage to their homes. It is incredibly sad to think that hard-working middle-class people, like my parents, try to secure a legacy and provide a home for their families only to have them majorly disrupted. I was excited about having the Kline go down Crenshaw Blvd. We used to ride the bus to Hollywood when we were teenagers. Having it disrupt the “sanctuary” of your home is unacceptable. It saddens me to see a thriving, peaceful, safe neighborhood destroyed when other options can be taken like going down Crenshaw which was the original plan.

We take pride in our homes. You buy or inherit a house, have increasing property taxes and then someone wants to disrupt your peace and your investment? When you make such a large purchase, you expect your property value to increase in value, not decrease in value like our homes will with the Kline running underneath. It's like building a sink hole under someone's home. With earthquakes and changes in weather, it's too risky. Plus, all of the chemicals that will be released and leached into to soil and air for daily contact and even while you are sleeping. I just finished a profoundly serious health challenge in 2023 and would not want to be subjected to carcinogenic or other health threatening gases, etc. going forward. You are actually unaware of the gases and toxins that will be released into the environment that could put the lives of humans at risk. Would you want your family to be exposed to unknown dangers and potential health challenges caused by the residence and area they live in?

Please, please, please reconsider and put the rail down Crenshaw Blvd, then briefly under Rossmore, which turns into Vine and would let us off in Hollywood just as the bus use to do. I know there must be a better way.

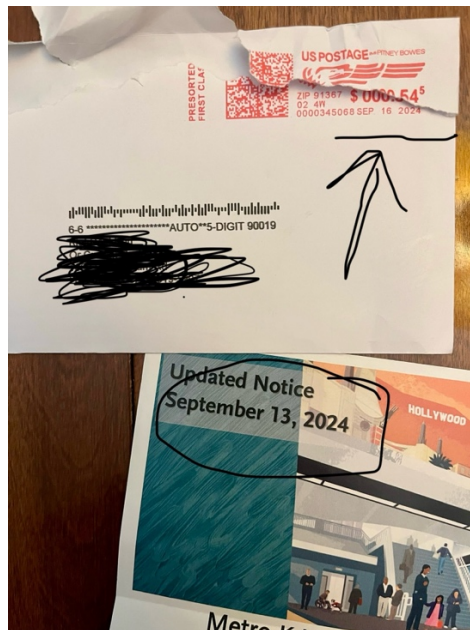
Regards,



September 19, 2024

Dear Metro,

In addition to the outstanding, unanswered questions and concerns of myself and fellow Lafayette Square, Wellington Square, Victoria Park and Lafayette Road neighbors, please let it be in the public letter that I received a letter of notice on September 18, 2024 (pictured below) stating that the Metro website had updated its FAQs page based on feedback from the September 4<sup>th</sup> meeting at the Nate Holden Performing Arts Center. That leaves 1 day for me to write and state my public concerns before this DEIR closes on September 20, 2024.



If Metro was so concerned about collaborating with the residents of these historical neighborhoods, why was there no public outreach and consultation prior to offering up our land for tunneling between two proposed stations in Mid City, Los Angeles? The way in which the current draft EIR proposes 3 routes and 1 alternative to residents for public comment completely covers up the fact that Metro altered and then buried the shift away from Crenshaw Blvd north of the I-10 freeway from the public discourse.

Here is what currently shows on the Metro's K LINE FAQ's page as of 9/19/2024. The text on the first line indicates that the K Line heads "north from Exposition/Crenshaw Station along Crenshaw Blvd and then continues as follows: (goes on to list alignments proposed to Hollywood).

Regional map from left to right: South Bay, South Bay, the Peninsula, and the San Fernando Valley.

**What alignments (routes) is Metro studying for the Project?**

[All alignments being studied \(https://bit.ly/comparaalternatives\)](https://bit.ly/comparaalternatives) head north from Exposition/Crenshaw Station along Crenshaw Boulevard and then continue as follows:

- **San Vicente-Fairfax Alignment** (approx. 10 miles with 9 stations): heads northwest on San Vicente Bl, then north on Fairfax Av, connecting to the future Metro D Line station at Wilshire/Fairfax. The alignment continues north on Fairfax Av, west on Beverly Bl, north on San Vicente Bl, east on Santa Monica Bl, and then turns north Highland Av to connect to the Metro B Line.
- **Fairfax Alignment** (approx. 8 miles with 7 stations): heads northwest on San Vicente Bl and north on Fairfax Av, connecting to the future Metro D Line station at Wilshire/Fairfax. It continues north on Fairfax Ave, east on Santa Monica Bl, and turns north on Highland Av to connect to the Metro B Line.
- **La Brea Alignment** (approx. 6 miles with 6 stations): heads northwest on San Vicente Bl and north on La Brea Av, connecting to the future Metro D Line station at Wilshire/La Brea. It then continues north on La Brea Av to connect with the Metro B Line.

North along Crenshaw Blvd? That implies public right-of-way. Please go back to the drawing board and do better. Give residents a voice in what happens under their homes.

Additionally, there are no specifics in this draft EIR on Metro’s plan for accessibility in the design. ADA compliance is the bare minimum. As the great Judy Huemann once shared, “Nothing for us, without us.” What are the specifics beyond the brief mention below on the FAQ’s?

Concerning neighborhoods and key destinations, more information about the proposed planning process is available at <https://www.metro.net/faq>.

**How would the project ensure station areas are safe and accessible for all, including people with disabilities and seniors?**

All Metro rail projects are designed in compliance with Americans with Disabilities Act (ADA) requirements and will be able to accommodate those with limited mobility through various elements like elevators and escalators to ensure access, as well as level boarding between station platforms and rail vehicles.

**What is Metro doing to address safety and security at rail stations?**

Thank you for your time and effort to address these comments *before* the Metro Board reviews the draft EIR.

[Redacted signature block]



September 17, 2024

Dear Metro Board Members,

Thank you for your time and effort to make public transportation a reality in Los Angeles. We support thoughtful design with community input and collaboration.

Following the one, *and only*, community meeting with Metro - at the urging of Mid-City residents – on September 4, 2024, at the Nate Holden Performing Arts Center, there are many unanswered questions and concerns surrounding the DEIR plan released to the public in July 2024. Most importantly, the KNE DEIR focused on 3 potential routes in their proposal to connect a Midtown Crossing station with Hollywood.

There was no intention to seek public comment or provide environmental studies related to a new element in the plan...the significant shift to tunnel west under residents in Wellington Square, Lafayette Square and Lafayette Road from what was previously presented as going north along a public right-of-way, Crenshaw Blvd, in order to connect a station at Adams/Crenshaw with a newly proposed station at Midtown Crossing, where a Ralph's Grocery Store and Planet Fitness currently serves large demographic.

Let the following concerns be added to the public record and addressed before a vote on the current DEIR:

1. When did Metro decide that Midtown crossing would be a new station on the KNE line?
2. There was no formal outreach, included mailers, emails, and local meetings with residents of the historical neighborhoods most impacted, until neighbors started talking to one another and making noise with local officials. How do you explain this oversight?



3. How much did the land under the Ralphs Grocery Store and Planet Fitness cost the City of Los Angeles?
4. From whom did the City of Los Angeles purchase or lease this land from?
5. Why does the current DEIR show no mitigation plan for how residents will access groceries and other necessities during the construction phase were Midtown Crossing to become a station?
6. Why did Metro fail to consult or notify Los Angeles' HPOZ officers regarding plans to tunnel under historically significant neighborhoods, Wellington Square, Lafayette Square and Victoria Park?
7. Has any effort been made to consult with HPOZ since the only community meeting in Mid City on September 4, 2024?
8. At the meeting on September 4, 2024, Metro experts attempted to reassure residents that vibration, noise and other environmental impacts would be minimal. We formally request the input *from additional experts and stakeholders* before this DEIR is approved, including but not limited to:
  - a. Residents currently living over or near recent Metro excavations
  - b. Neuroscientists, therapists, and the Neurodivergent community, who can speak to the lower threshold tolerances for sensory input, such as sound and vibration, on health and wellbeing.
  - c. Metro has made no effort to consult with these valuable experts and at-risk populations to date. Why?
9. Jacquelyn Dupont-Walker is a member of the Metro Board. She also lives in Lafayette Square; one block west of Crenshaw Blvd. Crenshaw Blvd is the most obvious commercial corridor between the Crenshaw/Adams station and proposed Midtown station. Ms. Dupont-Walker has an obligation to recuse herself from the board due to this clear conflict of interest. While previous drafts indicated Crenshaw Blvd would be the route for the Metro to follow, the most recent plan released in July 2024 shows an abrupt change. From I-10 freeway, the Metro proposes to veer west from Crenshaw Blvd and under Wellington Square and Lafayette Square historical homes.

10. Metro did not inform Wellington Square, Lafayette Square and Victoria Park homeowners about this draft change. It was only by chance that some homeowners, who had received official letters notifying them their property would be impacted by the KNE line, spoke with their neighbors and began asking questions.
11. While Metro claims tunneling west of Crenshaw after the 1-10 freeway saves money, I ask: is Metro failing to disclose the mitigation costs required to turn west from Crenshaw at Venice Blvd? We know that an elusive developer purchased the apartment complex at **1625 Crenshaw Blvd.**, (<https://www.lafayetteplacela.com/>), displaced many Section 8 residents, raised rents and leased vertical real estate to multiple telecom companies beginning in 2018-2019. The potential fire and electrical risks to run a Metro line under this property makes the alternative – going under historical homes – a far less expensive option.
12. Metro’s light rail crossover lengths on the KNE extension seem wildly out of proportion with underground light rail crossovers around the world and even by LA Metro’s own standards. For comparison, the most recent LA Metro light rail crossover built is under 300 feet in length. Save billions of dollars with shorter boxes and stay away from historical neighborhoods.

Thank you for your time and addressing my concerns and the concerns of my fellow neighbors and public officials, like Heather Hutt, that are now on the public record.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Thursday, September 19, 2024

Los Angeles Metro  
C/O: Roger Martin  
One Gateway Plaza, MS 99-22-5  
Los Angeles, CA. 90012

This letter is in response to your proposal to tunnel under houses in Lafayette Square for the Metro K-Line Northern Extension Project.

**My response is "Absolutely Not !!!"**

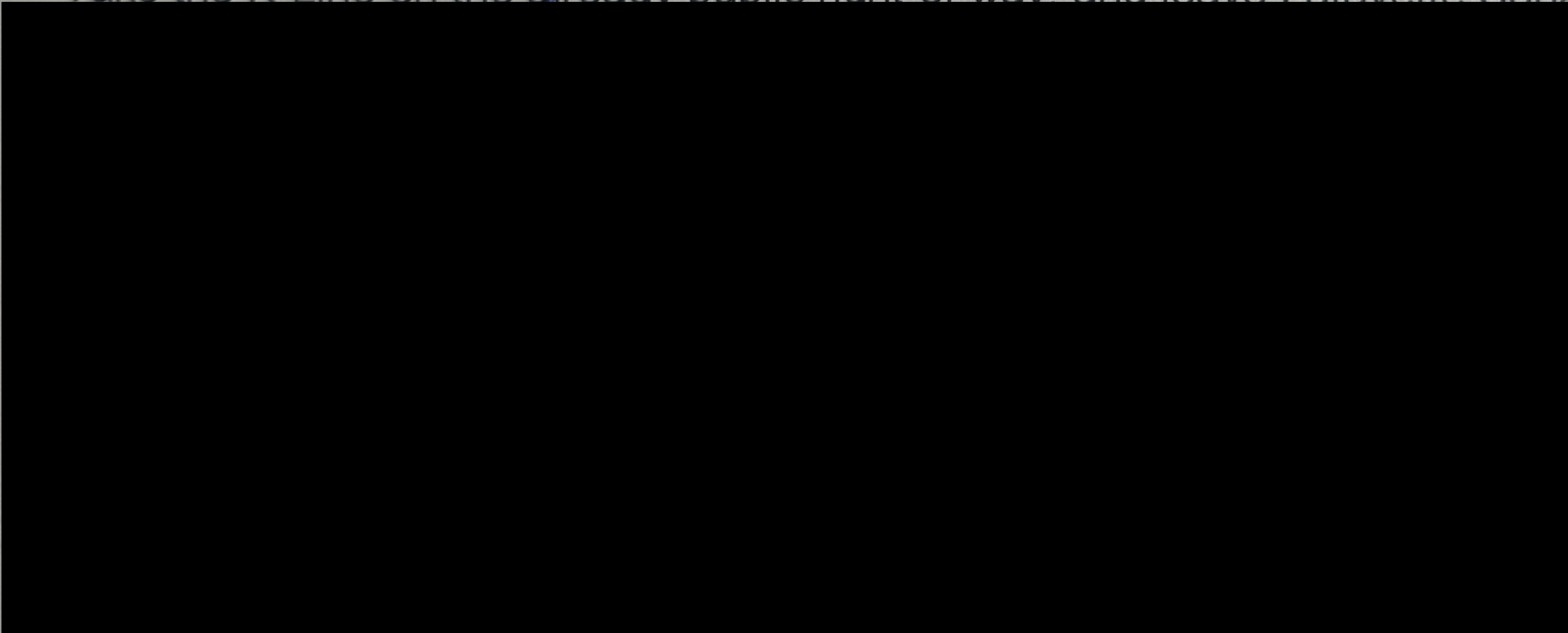
As you have already learned, Lafayette Square is a historic, predominantly African American/Black, culturally diverse community which actually developed as a result of racism and segregation in the real estate and housing market in Los Angeles and surrounding cities. Many homes were built over 100 years ago with unique architectural qualities and designs.

Understanding this, the only plausible reason for drilling under this historic neighborhood is to save money for Metro. However, what Metro is proposing would actually just shift the financial burden on to the 236 homeowners in Lafayette Square. The property values will immediately drop for every house in the Square simply because of the anticipated problems and issues deriving from a myriad of inevitable negative effects resulting from living above or in close proximity to (anywhere in Lafayette Square) an underground railway. While Metro would reportedly save \$131M, the collective homeowners would easily lose upwards of \$236M in property value. Ask any reputable real estate agent and they will tell you that our properties are already "undervalued" because of our homes being historically Black owned.

Additionally, financial institutions, that already undervalue our properties, could and would use the underground rail as clear "justification" to further lower our property values and appraisals, particularly as homeowners attempt to refinance properties. This only further impedes our ability to create generational wealth in our community.

Lastly, but certainly not least, at all levels of our government, there are currently active attempts being made to rectify many past discriminatory practices, abuses and financial travesties suffered by Blacks and other minorities. Now, Metro is contemplating the same kind of travesties in this modern day and time. Have we not learned anything?

Take the K-Line on the already public right-of-way and leave Lafayette Square as is!!



## September 2024 RBM General Public Comment

**Sent:** Wednesday, August 14, 2024 10:54 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org  
**Subject:** K line extension - please avoid tunneling under Lafayette square

To Whom It May Concern,

I live in Lafayette Square and I am deeply concerned and vehemently opposed to the proposed extension of the K line going under my neighborhood.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Washington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

### **Seismic Risks and Vulnerability**

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

### **Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### **Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

### **Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

### **Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

### **Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

A solid black rectangular redaction box covering the signature area.

[REDACTED]  
**Sent:** Thursday, August 15, 2024 11:34 AM

**To:** Crenshaw North <CrenshawNorth@metro.net>

**Cc:** Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org; Joseph Brooke <johnburkeesq@gmail.com>

**Subject:** Metro K Line - Lafayette Square Impact

To Whom It May Concern,

My name is Jennifer Brooke and I am a homeowner in Lafayette Square. My husband and I recently purchased a historical property here in the square- we own a 1922 Mediterranean Revival that we cherish deeply. We are also long time residents of Mid-City – we moved here from just a couple of blocks north of here where we still own a 1914 Craftsman bungalow on Lucerne Blvd. We love our community and feel invested here.

We are aware that Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods of Lafayette Square and Washington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for a few neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

### **Seismic Risks and Vulnerability**

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. It seems inconceivable that Metro would want to risk the destabilization of a historic neighborhood. Furthermore, according to the blueprints that we were able to view, the tunnelling will take place directly at the back end of our lot. A lot that houses our historic, Mills Act contracted and protected property. When we bought this home, we knew that this specific designation meant we had to preserve and honor the structure at all costs, and are gravely concerned by Metro's lack of

research and thoughtfulness towards this beloved and historic community. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

### **Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### **Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

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### **Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of **ALL POSSIBLE ALTERNATIVES**, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

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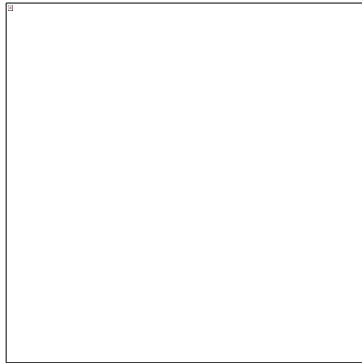
We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

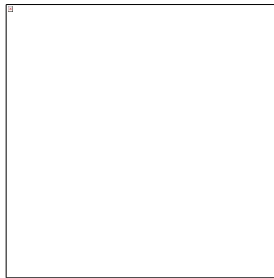
Sincerely,

[Redacted signature block]

Initially Proposed Pathway:



Recent notice in the mail:



Jennifer Brooke  
Associate Broker DRE #01464481

Berkshire Hathaway HomeServices CA Properties

881 Alma Real Dr, Suite 100  
Pacific Palisades, CA 90272  
o: 310-230-3797 c: 310-562-7589  
[jenmorgen@gmail.com](mailto:jenmorgen@gmail.com)



[REDACTED]  
**Sent:** Thursday, August 15, 2024 1:47 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org  
**Cc:** Carol Cundiff <carolkcundiff@gmail.com>; ICE Jimmy Cundiff <jimmyocundiff@gmail.com>  
**Subject:** Metro K Line Northern Expansion Concerns

August 15, 2024

To Whom It May Concern,

I am a homeowner in the Historical Lafayette Square area of Los Angeles. I love my historical home that was built in 1922, and its longevity is very important to me.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

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### **Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing

weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### **Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

### **Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

### **Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

### **Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

[REDACTED]  
**Sent:** Wednesday, August 28, 2024 11:51 AM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org  
**Subject:** Opposition to the Proposed Metro K Line Northern Extension

Dear Members of the Metro Board of Directors, City Council, and elected County officials,

I am writing to strongly oppose the proposed route of the Metro K Line Northern Extension project beneath LaFayette Square. As a homeowner and concerned resident, I am deeply worried about the potential adverse impacts on the historic integrity of LaFayette Square, a neighborhood designated as a Historic Preservation Overlay Zone (HPOZ) due to its unique architectural and cultural significance.

#### The Historical and Architectural Significance of LaFayette Square

LaFayette Square, established in 1913, is a vital part of Los Angeles's historical and cultural landscape. It features a diverse range of early 20th-century architectural styles, including Craftsman, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, and Prairie Style homes. These styles reflect the city's historical development and the significant contributions of African American residents during a period of societal change. The neighborhood's HPOZ status underscores the need to protect its unique character and historical value.

The renowned African American architect Paul Williams designed several of the homes in the Square, including his very own home where he lived from 1952 until his death.

#### Risks Posed by the Proposed Underground Rail Project

The construction of the Metro K Line Northern Extension poses significant risks to the historic and architectural fabric of LaFayette Square:

**Structural Vibration Damage:** Historic buildings, often with older and more fragile foundations, are particularly vulnerable to vibrations from tunneling operations. Real-world examples, such as London's Jubilee Line Extension, demonstrate that even with advanced tunneling techniques, there is still a risk of structural damage, including cracks and foundational shifts in historic structures.

**Ground Settlement:** Excavation activities could lead to ground settlement, potentially destabilizing the foundations of historic buildings. Uneven settling can cause lasting damage, as seen in other historic neighborhoods affected by similar projects. The use of advanced engineering methods is essential, yet not foolproof, in completely eliminating these risks.

**Impact on Community Character:** Noise, construction disruptions, and changes in traffic patterns can undermine the neighborhood's ambiance, a key aspect of its historic identity. The San Francisco Central Subway Project illustrates how inadequate initial assessments and lack of robust mitigation strategies can lead to significant harm to historic neighborhoods.

## Enforcement of HPOZ Protections and Legal Requirements

Under the California Environmental Quality Act (CEQA) and the National Historic Preservation Act (NHPA), any project that may affect historic resources must undergo rigorous review and implement appropriate mitigation measures. As an HPOZ, LaFayette Square is entitled to these protections:

**Design Review and Compliance:** Any alterations within the neighborhood must adhere to a design review process, ensuring consistency with its historical character. Comprehensive environmental impact assessments are critical to evaluate and mitigate potential damage.

**Legal Precedents:** Previous cases, such as *West Adams Heritage Association v. City of Los Angeles*, demonstrate the enforceability of these protections. These cases highlight the need for projects to comply with established guidelines to safeguard historic resources, ensuring that infrastructure projects do not compromise the integrity of historic neighborhoods.

## Call for Preservation and Alternative Solutions

While I support the expansion of public transit, it should not come at the expense of irreplaceable historic resources. I urge the Metro Board of Directors to explore alternative routes that do not jeopardize the historical integrity of LaFayette Square. Successful examples from cities like Barcelona and Vienna show that infrastructure can be developed without compromising heritage when proper planning, mitigation, and community engagement are prioritized.

## Conclusion

The preservation of LaFayette Square is a legal and ethical responsibility. Its historical and cultural significance must be protected, not only for current residents but for future generations. I strongly urge the Metro Board of Directors to reconsider the proposed route through LaFayette Square and to adopt measures that respect and preserve this historic community.

I look forward to your response and the adoption of measures that prioritize the preservation of LaFayette Square.

Sincerely,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Sincerely,



Initially Proposed Pathway:



Recent notice in the mail:



[REDACTED]  
**Sent:** Tuesday, August 20, 2024 3:08 PM

**To:** Board Clerk <BoardClerk@metro.net>; CCO <cco@southpasadenaca.gov>;  
online@dominguezfirm.com

**Subject:** Oaklawn Bridge Notice -- mailed copy to follow



August 20, 2024

Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
1 Gateway Plaza, Mail Stop 99-3-1  
Los Angeles, CA 90012

Metro Directors:

The Oaklawn Bridge is a reinforced concrete pedestrian bridge in South Pasadena, California, located just to the south of the building at 435 Fair Oaks Avenue. It was built in 1906. This 118 year-old structure runs over a pair of light rail tracks owned and operated by the Metropolitan Transportation Authority, with frequent light rail traffic passing underneath it.

In March of 2023, the City of South Pasadena acknowledged that the Oaklawn Bridge is in a state of apparently severe structural disrepair, and closed the bridge to pedestrians, barricading the entrances to prevent people from walking on an **unmaintained and structurally unsafe** bridge. A year and a half later, the Oaklawn Bridge has not been repaired. Deep cracks run through the concrete, exposing the underlying iron structure to rust and corrosion. See video footage of rain running through the deep cracks in the bridge here:

<https://www.youtube.com/shorts/JGKThSYIdK4>

The barricades and warning signs remain at both entrances to the bridge, acknowledging the danger of using the structure. Your trains continue to run under a structurally unsafe bridge, exposing light rail passengers and crew to injury or death from full or partial collapse of a structurally dangerous and wholly unmaintained concrete bridge.

The City of South Pasadena will not repair the Oaklawn Bridge in the foreseeable future. Indeed, the City of South Pasadena appears to have entirely abandoned all forms of infrastructure maintenance, and I now regard it as a city in name only, persistently unable and unwilling to perform the most basic functions of city government.

But **you are now provably aware** that the Metropolitan Transportation Authority is dangerously operating light rail trains under an old, unmaintained, structurally questionable concrete bridge that was closed for safety purposes. Take action to address this dangerous condition.

Sincerely,

[REDACTED SIGNATURE]

[REDACTED]  
**Sent:** Tuesday, August 20, 2024 7:20 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org  
**Subject:** NO To Metro K Line Thru Lafayette Square

August 20, 2024

To Whom It May Concern,

I have been a resident of Lafayette Square since October 2019. I truly respect its rich historical background which includes an ongoing defense against discrimination, racism, and abuse of power specifically pertaining to the Black community. Lafayette Square's communal ambiance and environmental landscape are top notch. Any developmental add ons which would jeopardize these effects would be a travesty, unjust, and definitely a financial setback.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain. Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

### **Seismic Risks and Vulnerability**

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

### **Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their

construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### **Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

### **Reduction in Home Values**

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### **Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

### **Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,





[REDACTED]  
**Sent:** Wednesday, August 21, 2024 8:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Metro K Line Extension

August 21, 2024

To Whom It May Concern,

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

### **Seismic Risks and Vulnerability**

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

### **Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### **Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has

been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

To: Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>;  
FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov;  
councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov;  
HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov;  
Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org  
Cc: Heather.Hutt@lacity.org; b.croil-snell@mincala.org  
Subject: Metro K Line expansion

August 24, 2024

To Whom It May Concern,

My name is Jaleesa Hazzard and I reside at 1722 Virginia Rd, Los Angeles, CA 90019. Our neighborhood has been identified as an Historic Overlay Zone in Los Angeles. I have been a resident in this neighborhood for 48 years, having raised 4 sons in this home and having maintained the home as required by the rules of the Association and requirements of our designation as an Historic buliding. This is no small feat when you live in a home that is 100 years old. My husband Walt Hazzard and I bought this home to insure that our children would inherit the property and continue to maintain it and pass it down through our family insuring that they and future generations would reap the benefits of the stability of owning property. I personally am a community member involved in city government as a member of the Workforce Development Board as well as a consultant to non profits that involved in helping to erase the racial wealth gap by training underserved youth in our community to help erase the racial wealth gaps that continue to exist in our community by helping them to find career pathways to good paying careers which will help them afford to be homeowners in Los Angeles. I have been alarmed to see our community come under seige by the threat of tunneling under these neighborhoods, threatening their stability of Lafayette and Wellington Squares which hold homes that are 100 years old like mine and no known research and or dialogue regarding the impact this type of work could have on our homes in these historic neighborhoods.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

#### Seismic Risks and Vulnerability

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

#### Structural Damage from Vibration and Soil Settlement

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

#### Inadequate Community Consultation and Procedural Concerns

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

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#### Our Request

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the

exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

Jaleesa Hazzard

[REDACTED]  
**Sent:** Wednesday, August 28, 2024 8:41 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** K Line EIR concerns and public comment

To Whom It May Concern,

Hello, I'm a newer resident of Lafayette Square. I moved in with my family in April of 2023. After almost 20 years as a Los Angeles resident, living on the west side for the first 18 years, I can unequivocally say that Lafayette Square is an absolute gem of a historical community that should be protected for the enjoyment of all Los Angeles citizens. This neighborhood in one way is a step back in time, where neighbors care about and watch out for each other and make a concerted effort to build community. In another way it is a step forward, where people of all races, ages, and demographics are embraced as part of the whole.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

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exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes. Many LFS residents commonly find water in our basements, and have suspicions that there is a water table underneath this neighborhood that should be explored further by Metro prior to the approval of this plan.

**Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

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Thank you for your time and effort.

Sincerely,

A large black rectangular redaction box covering the signature area.

[REDACTED]  
**Sent:** Wednesday, August 28, 2024 12:11 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; fourthdistrict@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; councilmember.kerkorian@lacity.org; kathryn@bos.lacounty.gov; hollyjmittchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org

**Subject:** Opposition to the Proposed Metro K Line Northern Extension

Dear Members of the Metro Board of Directors, City Council, and elected County officials:

I am writing to strongly oppose the proposed route of the Metro K Line Northern Extension project beneath LaFayette Square. As a homeowner and concerned resident, I am deeply worried about the potential adverse impacts on the historic integrity of LaFayette Square, a neighborhood designated as a Historic Preservation Overlay Zone (HPOZ) due to its unique architectural and cultural significance.

#### The Historical and Architectural Significance of LaFayette Square

LaFayette Square, established in 1913, is a vital part of Los Angeles's historical and cultural landscape. It features a diverse range of early 20th-century architectural styles, including Craftsman, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, and Prairie Style homes. These styles reflect the city's historical development and the significant contributions of African American residents during a period of societal change. The neighborhood's HPOZ status underscores the need to protect its unique character and historical value.

The renowned African American architect Paul Williams designed several of the homes in the Square, including his very own home where he lived from 1952 until his death.

#### Risks Posed by the Proposed Underground Rail Project

The construction of the Metro K Line Northern Extension poses significant risks to the historic and architectural fabric of LaFayette Square:

**Structural Vibration Damage:** Historic buildings, often with older and more fragile foundations, are particularly vulnerable to vibrations from tunneling operations. Real-world examples, such as London's Jubilee Line Extension, demonstrate that even with advanced tunneling techniques, there is still a risk of structural damage, including cracks and foundational shifts in historic structures.

**Ground Settlement:** Excavation activities could lead to ground settlement, potentially destabilizing the foundations of historic buildings. Uneven settling can cause lasting damage, as seen in other historic neighborhoods affected by similar projects. The use of advanced engineering methods is essential, yet not foolproof, in completely eliminating these risks.

**Impact on Community Character:** Noise, construction disruptions, and changes in traffic patterns can undermine the neighborhood's ambiance, a key aspect of its historic identity. The San Francisco Central Subway Project illustrates how inadequate initial assessments and lack of robust mitigation strategies can lead to significant harm to historic neighborhoods.

#### Enforcement of HPOZ Protections and Legal Requirements

Under the California Environmental Quality Act (CEQA) and the National Historic Preservation Act (NHPA), any project that may affect historic resources must undergo rigorous review and



implement appropriate mitigation measures. As an HPOZ, LaFayette Square is entitled to these protections:

**Design Review and Compliance:** Any alterations within the neighborhood must adhere to a design review process, ensuring consistency with its historical character. Comprehensive environmental impact assessments are critical to evaluate and mitigate potential damage.

**Legal Precedents:** Previous cases, such as *West Adams Heritage Association v. City of Los Angeles*, demonstrate the enforceability of these protections. These cases highlight the need for projects to comply with established guidelines to safeguard historic resources, ensuring that infrastructure projects do not compromise the integrity of historic neighborhoods.

**Call for Preservation and Alternative Solutions**

While I support the expansion of public transit, it should not come at the expense of irreplaceable historic resources. I urge the Metro Board of Directors to explore alternative routes that do not jeopardize the historical integrity of LaFayette Square. Successful examples from cities like Barcelona and Vienna show that infrastructure can be developed without compromising heritage when proper planning, mitigation, and community engagement are prioritized.

**Conclusion**

The preservation of LaFayette Square is a legal and ethical responsibility. Its historical and cultural significance must be protected, not only for current residents but for future generations. I strongly urge the Metro Board of Directors to reconsider the proposed route through LaFayette Square and to adopt measures that respect and preserve this historic community.

I look forward to your response and the adoption of measures that prioritize the preservation of LaFayette Square.



[REDACTED]  
**Sent:** Wednesday, August 28, 2024 4:30 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>

**Subject:** Opposition to the Proposed Metro K Line Northern Extension

Dear Members of the Metro Board of Directors, City Council, and elected County officials, I am writing to strongly oppose the proposed route of the Metro K Line Northern Extension project beneath LaFayette Square. As a homeowner and concerned resident, I am deeply worried about the potential adverse impacts on the historic integrity of LaFayette Square, a neighborhood designated as a Historic Preservation Overlay Zone (HPOZ) due to its unique architectural and cultural significance.

#### The Historical and Architectural Significance of LaFayette Square

LaFayette Square, established in 1913, is a vital part of Los Angeles's historical and cultural landscape. It features a diverse range of early 20th-century architectural styles, including Craftsman, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, and Prairie Style homes. These styles reflect the city's historical development and the significant contributions of African American residents during a period of societal change. The neighborhood's HPOZ status underscores the need to protect its unique character and historical value.

The renowned African American architect Paul Williams designed several of the homes in the Square, including [his very own home](#) where he lived from 1952 until his death.

#### Risks Posed by the Proposed Underground Rail Project

The construction of the Metro K Line Northern Extension poses significant risks to the historic and architectural fabric of LaFayette Square:

**Structural Vibration Damage:** Historic buildings, often with older and more fragile foundations, are particularly vulnerable to vibrations from tunneling operations. Real-world examples, such as London's Jubilee Line Extension, demonstrate that even with advanced tunneling techniques, there is still a risk of structural damage, including cracks and foundational shifts in historic structures.

**Ground Settlement:** Excavation activities could lead to ground settlement, potentially destabilizing the foundations of historic buildings. Uneven settling can cause lasting damage, as seen in other historic neighborhoods affected by similar projects. The use of advanced engineering methods is essential, yet not foolproof, in completely eliminating these risks.

**Impact on Community Character:** Noise, construction disruptions, and changes in traffic patterns can undermine the neighborhood's ambiance, a key aspect of its historic identity. The San Francisco Central Subway Project illustrates how inadequate initial assessments and lack of robust mitigation strategies can lead to significant harm to historic neighborhoods.

#### Enforcement of HPOZ Protections and Legal Requirements

Under the California Environmental Quality Act (CEQA) and the National Historic Preservation Act (NHPA), any project that may affect historic resources must undergo rigorous review and

implement appropriate mitigation measures. As an HPOZ, LaFayette Square is entitled to these protections:

**Design Review and Compliance:** Any alterations within the neighborhood must adhere to a design review process, ensuring consistency with its historical character. Comprehensive environmental impact assessments are critical to evaluate and mitigate potential damage.

**Legal Precedents:** Previous cases, such as *West Adams Heritage Association v. City of Los Angeles*, demonstrate the enforceability of these protections. These cases highlight the need for projects to comply with established guidelines to safeguard historic resources, ensuring that infrastructure projects do not compromise the integrity of historic neighborhoods.

#### Call for Preservation and Alternative Solutions

While I support the expansion of public transit, it should not come at the expense of irreplaceable historic resources. I urge the Metro Board of Directors to explore alternative routes that do not jeopardize the historical integrity of LaFayette Square. Successful examples from cities like Barcelona and Vienna show that infrastructure can be developed without compromising heritage when proper planning, mitigation, and community engagement are prioritized.

#### Conclusion

The preservation of LaFayette Square is a legal and ethical responsibility. Its historical and cultural significance must be protected, not only for current residents but for future generations. I strongly urge the Metro Board of Directors to reconsider the proposed route through LaFayette Square and to adopt measures that respect and preserve this historic community.

I look forward to your response and the adoption of measures that prioritize the preservation of LaFayette Square.

Sincerely,

A black rectangular redaction box covering the signature of the sender.

[REDACTED]  
Sent: Wednesday, August 28, 2024 9:03 PM

To: Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org; Customer Relations <CustomerRelations@metro.net>; cd10constituentservices@lacity.org; mayor.helpdesk@lacity.org  
Subject: Opposition to the Proposed Metro K Line Northern Extension

Dear Members of the Metro Board of Directors, City Council, and elected County officials,

I am writing to strongly oppose the proposed route of the Metro K Line Northern Extension project beneath LaFayette Square. As a homeowner and concerned resident, I am deeply worried about the potential adverse impacts on the historic integrity of LaFayette Square, a neighborhood designated as a Historic Preservation Overlay Zone (HPOZ) due to its unique architectural and cultural significance.

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The renowned African American architect Paul Williams designed several of the homes in the Square, including his very own home where he lived from 1952 until his death.

#### Risks Posed by the Proposed Underground Rail Project

The construction of the Metro K Line Northern Extension poses significant risks to the historic and architectural fabric of LaFayette Square:

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#### Conclusion

The preservation of LaFayette Square is a legal and ethical responsibility. Its historical and cultural significance must be protected, not only for current residents but for future generations. I strongly urge the Metro Board of Directors to reconsider the proposed route through LaFayette Square and to adopt measures that respect and preserve this historic community.

I look forward to your response and the adoption of measures that prioritize the preservation of LaFayette Square.



[REDACTED]  
Sent: Thursday, August 29, 2024 10:50 AM

To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov;  
ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org;  
kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov;  
Councilmember.Yaroslavsky@lacity.org; suki.gershnhorn@lacity.org; info@mincla.org;  
klinenortg@metro.net  
Subject: Opposition to the Proposed Metro K Line Northern Extension

Dear Members of the Metro Board of Directors, City Council, and elected County officials,

I am writing to strongly oppose the proposed route of the Metro K Line Northern Extension project beneath LaFayette Square. As a homeowner and concerned resident, I am deeply worried about the potential adverse impacts on the historic integrity of LaFayette Square, a neighborhood designated as a Historic Preservation Overlay Zone (HPOZ) due to its unique architectural and cultural significance.

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LaFayette Square, established in 1913, is a vital part of Los Angeles's historical and cultural landscape. It features a diverse range of early 20th-century architectural styles, including Craftsman, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, and Prairie Style homes. These styles reflect the city's historical development and the significant contributions of African American residents during a period of societal change. The neighborhood's HPOZ status underscores the need to protect its unique character and historical value.

The renowned African American architect Paul Williams designed several of the homes in the Square, including his very own home where he lived from 1952 until his death.

#### Risks Posed by the Proposed Underground Rail Project

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**Structural Vibration Damage:** Historic buildings, often with older and more fragile foundations, are particularly vulnerable to vibrations from tunneling operations. Real-world examples, such as London's Jubilee Line Extension, demonstrate that even with advanced tunneling techniques, there is still a risk of structural damage, including cracks and foundational shifts in historic structures.

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#### Call for Preservation and Alternative Solutions

While I support the expansion of public transit, it should not come at the expense of irreplaceable historic resources. I urge the Metro Board of Directors to explore alternative routes that do not jeopardize the historical integrity of LaFayette Square. Successful examples from cities like Barcelona and Vienna show that infrastructure can be developed without compromising heritage when proper planning, mitigation, and community engagement are prioritized.

#### Conclusion

The preservation of LaFayette Square is a legal and ethical responsibility. Its historical and cultural significance must be protected, not only for current residents but for future generations. I strongly urge the Metro Board of Directors to reconsider the proposed route through LaFayette Square and to adopt measures that respect and preserve this historic community.

I look forward to your response and the adoption of measures that prioritize the preservation of LaFayette Square.

[REDACTED]

[REDACTED]

[REDACTED]  
**Sent:** Thursday, August 29, 2024 4:47 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>

**Subject:** Opposition to the Proposed Metro K Line Northern Extension Route Underneath LaFayette Square Due to Historical Preservation and Legal Concerns

Matthew Valenti  
1651 S. Victoria Ave  
Los Angeles, CA 90019  
323.730.1162

Aug 29<sup>th</sup>, 2024

Metro Board of Directors  
One Gateway Plaza  
Los Angeles, CA 90012

**Subject: Opposition to the Proposed Metro K Line Northern Extension Route Underneath LaFayette Square Due to Historical Preservation and Legal Concerns**

Dear Members of the Metro Board of Directors, City Council, and elected County officials,

I am writing to **strongly oppose** the proposed route of the Metro K Line Northern Extension project beneath LaFayette Square. As a homeowner and concerned resident, I am deeply worried about the potential adverse impacts on the historic integrity of LaFayette Square, a neighborhood designated as a Historic Preservation Overlay Zone (HPOZ) due to its unique architectural and cultural significance.

### **The Historical and Architectural Significance of LaFayette Square**

LaFayette Square, established in 1913, is a vital part of Los Angeles's historical and cultural landscape. It features a diverse range of early 20th-century architectural styles, including Craftsman, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, and Prairie Style homes. These styles reflect the city's historical development and the significant contributions of African American residents during a period of societal change. The neighborhood's HPOZ status underscores the need to protect its unique character and historical value.

The renowned African American architect Paul Williams designed several of the homes in the Square, including his very own home where he lived from 1952 until his death.

### **Risks Posed by the Proposed Underground Rail Project**

The construction of the Metro K Line Northern Extension poses significant risks to the historic and architectural fabric of LaFayette Square:

- **Structural Vibration Damage:** Historic buildings, often with older and more fragile foundations, are particularly vulnerable to vibrations from tunneling operations. Real-world examples, such as London's Jubilee Line Extension, demonstrate that even with



advanced tunneling techniques, there is still a risk of structural damage, including cracks and foundational shifts in historic structures.

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- **Impact on Community Character:** Noise, construction disruptions, and changes in traffic patterns can undermine the neighborhood's ambiance, a key aspect of its historic identity. The San Francisco Central Subway Project illustrates how inadequate initial assessments and lack of robust mitigation strategies can lead to significant harm to historic neighborhoods.

### **Enforcement of HPOZ Protections and Legal Requirements**

Under the California Environmental Quality Act (CEQA) and the National Historic Preservation Act (NHPA), any project that may affect historic resources must undergo rigorous review and implement appropriate mitigation measures. As an HPOZ, LaFayette Square is entitled to these protections:

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### **Call for Preservation and Alternative Solutions**

While I support the expansion of public transit, it should not come at the expense of irreplaceable historic resources. I urge the Metro Board of Directors to explore alternative routes that do not jeopardize the historical integrity of LaFayette Square. Successful examples from cities like Barcelona and Vienna show that infrastructure can be developed without compromising heritage when proper planning, mitigation, and community engagement are prioritized.

### **Conclusion**

The preservation of LaFayette Square is a legal and ethical responsibility. Its historical and cultural significance must be protected, not only for current residents but for future generations. I strongly urge the Metro Board of Directors to reconsider the proposed route through LaFayette Square and to adopt measures that respect and preserve this historic community.

I look forward to your response and the adoption of measures that prioritize the preservation of



[REDACTED]  
Sent: Wednesday, September 4, 2024 4:51 PM

To: firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov;  
thirddistrict@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov;  
Board Clerk <BoardClerk@metro.net>  
Subject: Dodger Gondola

Quick and brief,

We have all heard the news stories of fights involving drunk fans at, during and after the sporting events nation wide. Here at Dodger Stadium there have been several fights that have resulted in very serious injuries. Especially with rival fans of San Fransisco Giants and San Diego Padres.

Imagine such a fight breaking out between rival fans while riding in the proposed gondola. Imagine someone getting killed in a gondola several hundred feet above someone's back yard. Imagine the ruckus of drunk fans trying to rock the gondola back and forth while in flight. Imagine some idiot shooting up at the gondola just for the thrill? It wouldn't have to a local resident, but someone just coming to the area to do such a thing. If any such incident ever happens, ( I hope not), you will forever remember this email.

Who will be responsible for safety, and who will be liable, (Law suits), for any incidents onboard the gondola? LA City, LA County, LA Dodgers? Metro Board of Directors? Frank McCourt?

I hope you will not approve this project going forward.

[REDACTED]

[REDACTED]  
**Sent:** Thursday, September 5, 2024 10:25 AM

**To:** Customer Relations <CustomerRelations@metro.net>; kathryn@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; Board Clerk <BoardClerk@metro.net>; firstdistrict@bos.lacounty.gov; tim.sandoval@pomona.gov

**Subject:** Concerned Rider

Hi,

As a frequent rider, I've noticed the efforts that Metro and its partner agencies are expending to create a safer and more comfortable riding experience.

My experience is related to Metro Rail (I ride almost daily from Azusa to Pasadena).

My concerns are many but a few priority ones are as follows:

1. **Fare Enforcement**- Who is conducting fare enforcement and will that ever be a priority for Metro?? This "honor system" that Metro has been operating is no longer suitable for today's environment. You have so many different entities roaming around at stations and on trains and based on the amount of downtime they seem to have, surely one of these entities can perform this simple task....

I saw Metro is piloting "Tap to Exit" at Santa Monica, but that's not enough. Metro has rules/laws against loitering but that's not being enforced. If you don't want to/can't enforce your own loitering rules, ENFORCE FARES. Take a look around- nearly every major city with a serious transit system enforces fares- either upon boarding, upon exit, or has roaming spot checks. During my 10+ years of riding Metro (on and off), I've seen fare enforcement less than 10 times. Unacceptable.

2. **Metro Outreach**- This morning (9/5) on my ride into Pasadena, I saw Metro Outreach staff giving out brown bag lunches to those loitering on the train. I understand it's hot and it's probably the right thing to do. But again, what is Metro's goal? If it's truly providing a safer and more comfortable riding experience, please tell me how giving out food and drink discourages loitering. This practice is also in direct contradiction to all the audio messages playing on board that say, "please don't eat or drink on board."

Fortunately, I take Metro because I want to, not out of necessity. Regardless of the reason, all that ride should be able to do so in safety and comfort.

A response to these concerns would be appreciated.

Thank you,

[REDACTED]

[REDACTED]  
**Sent:** Friday, September 6, 2024 11:15 AM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]

[REDACTED]  
**Sent:** Saturday, September 14, 2024 1:58 PM

**To:** Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; executiveoffice@bos.lacounty.gov; info <info@lalafco.org>; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; MHSOAC <MHSOAC@mhsoc.ca.gov>; Board Clerk <BoardClerk@metro.net>

**Cc:** Kevin Cody <kevin@easyreadernews.com>

**Subject:** Public Comment all agencies - BCHD misrepresentation and hidden terms of allcove building

In order to gain funding for allcove, BCHD claimed that it would service LA County SPA8 and provide geographic and other diversity. That creates a 30-year minimum, \$175M taxpayer risk and unfunded obligation with a 30-year tail to allcove for a 91% non-resident service area (SPA8). BCHD current strategy is to spend the allcove funding on 50% District residents, 25% Torrance residents and 15% non-residents from disadvantaged communities and mental healthcare professional shortage areas. This is a \$175M material risk to Taxpayers of the District only - in return for BCHD's meager \$6.3M grant for building construction.

Further, as BCHD demonstrated, it has no cost controls expertise in construction. BCHD spent \$1.6M on 400-feet of bike path in the Diamond alley. **That is the single most expensive per foot bike path on record per Google search.**

**Permanent allcove Location:** We have selected the preferred designer/builder for the permanent allcove location at Flagler and Beryl. We will provide updates as we proceed. Costs for the base facility are coming in high due to increased modular building costs, retaining wall costs, and the site costs related to it being a stand-alone building. We will return as part of the mid-year budget process in November with scenarios related to the construction of allcove. We also discussed this issue with the Property Committee on September 10, 2024.

[REDACTED]  
**Sent:** Sunday, September 15, 2024 11:06 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org

**Subject:** No Cutting Corners on K Line Extension!

To Whom It May Concern:

I am a resident of La Fayette Square and while I, and many other residents of my community, am very much in favor of a Metro system in Los Angeles, including the stop at Mid-City, I am very much AGAINST the new plan to have the K Line Extension run underneath the neighborhoods of Wellington Square and La Fayette Square which are historically and culturally significant to a diverse group of Angelenos, and in particular, Black Angelenos. We are a part of the larger West Adams community, a community with a long history of having unfortunate urban planning thrust upon it. And let's be clear, regardless of everything being said by Metro, this is once again a case of a diverse, Los Angeles community having a problematic plan forced upon it.

And let me be clear. I do not think I have a NIMBY gripe about this. I would love to have a train station near my home. And that station would make plenty of sense on the corner of Crenshaw and major thoroughfares like Venice Blvd or Washington. And those routes of travel would make lots of sense for area residents and commuters alike. That would allow people to travel up to Wilshire Blvd, Korea Town and down Crenshaw to the Expo Line and numerous neighboring communities. But that's not what's on the table. The problem is that Metro is literally and metaphorically cutting corners on this plan. And how many great plans in history involve cutting corners?

By cutting a corner under LFS and Welling Squares, Metro is alienating thousands of residents in our communities and north of us. And then Metro is not just cutting a corner by tunneling under multiple historic communities, but has figured out a terrifying way to cut corners in three dimensions—by tunneling under LFS at a depth way less than the standards listed on Metro's own website. This is a deeply concerning fact and one that has been waved off by Metro anytime residents have asked questions or expressed concerns. That is not an acceptable response to issues of safety and home ownership.

And while personal safety is the biggest concern, there are also very real concerns for property too. California already has huge problems with more and more homes and communities becoming uninsurable. Can Metro tell us with 100% certainty that the corners it's cutting beneath our homes, will not present problems down the road? It amazes me that Metro, and the politicians and organizations supporting these plans, is so comfortable alienating and possibly harming so many people, families and communities, and is doubling down on what is—at best—extremely lazy and poor urban planning that history will not look kindly on in many ways.

Metro said that they were going to be candid during the recent Nate Holden meeting, but then would only say that they "chose" not to bring the K line to Wilshire for "a number of reasons". We all know the reason the K Line isn't going up to Wilshire, and the reason why there is no stop at Crenshaw and Wilshire, is because Hancock Park sued Metro to stop it. They didn't want people from South LA coming even adjacent to their neighborhood. And the fact that it wasn't said, was very upsetting to everyone in the room.

The K line that goes up to West Hollywood is meandering and doesn't make a lot of sense in the long term - and it's not our concern - but the reason why it will most likely go that way is the same reason that the K Line isn't joining the Wilshire Line at Crenshaw: Cedars and West Hollywood are using their money, power, and influence to make it go the way that most benefits them. It's normal that they should advocate for their needs. But the people in East Hollywood, one of the poorest communities in LA, will have no line from Fairfax to Vermont to serve them. Metro touted how many hundreds of thousand people will be traveling into LA on these lines - but those are people coming to LA from outside of it, and while that serves a purpose, one has to wonder, who are you making this metro system for? The people who need it the most or those with the most money and influence? Either way, Wellington and La Fayette Squares are the collateral damage.

Communities like Hancock Park and Carthay Circle and West Hollywood had the ability to advocate for their needs because they were included and made to be part of the conversation. They are also historically moneyed, affluent and white neighborhoods. And while Metro might say that is a coincidence and a simple oversight, given the history that Metro itself acknowledged in that recent meeting, it feels more like we were ignored because our diverse--but still majority black--neighborhood was not given the respect and dignity of those others. When Metro decided to change the K Line route from going up Crenshaw and turning on Pico (two rite of passage streets, that are populated with businesses), to instead going directly under our residential, over-one-hundred-year-old HPOZ homes without including us in the conversation, that hit very differently from an oversight.

One neighbor made an excellent point. Metro established an Equality policy in 2018. Why didn't they follow it now? Another neighbor said why you don't do all the tests and then come back to us with the answers. But I'd ask: why don't you go back to the drawing board and come up with another route, a better route--like the previously planned route--and then come back to us?

As I said at the outset, we are in strong support of Metro and having a stops in our area. I would welcome thoughtful, well-planned lines either up Crenshaw or—and this makes way more sense in terms of access to businesses and resources--at La Brea/Mid-City. Having a metro line that serves this community and actually goes up La Brea actually feels like a smart and genuinely useful line for thousands of residents and visitors. (It also feels like the kind of path most functioning global cities would choose, but of course, Los Angeles never seems to do something logical or useful the way a modern metropolis functions and tries to serve needs and existing people and needs.) Our intent is not to slow the process but to have our concerns acted on by Metro as much as they did for the residents of Carthay Circle or Hancock Park. West Hollywood is trying to paint us as NIMBYs but they are an area with newer,

earthquake-retrofitted buildings with mostly businesses, and not homes. And they have deep pockets. If it is a question of money and a desire to accelerate the project, it seems like West Hollywood has a lot of both.

We truly hope that an alternate plan from going under Wellington Square and La Fayette Square can be created soon so that we can all come together in support of this momentous effort to bring transportation to all Angelenos and create a positive impact on the environment.

Sincerely,

A large black rectangular redaction box covering the signature area.



[REDACTED]  
**Sent:** Sunday, September 15, 2024 11:07 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org  
**Subject:** NO K LINE EXTENSION UNDER LA FAYETTE SQUARE/WELLINGTON SQUARE

To Whom It May Concern:

I am a resident of La Fayette Square and while I and the other residents of the community are very much in favor of a Metro system in Los Angeles, including the stop at Mid-City, we are very much AGAINST the new plan to have the K Line Extension run underneath the neighborhoods of Wellington Square and La Fayette Square which are historically and culturally significant to Los Angeles, and in particular, Black Angelenos.

I attended the Metro Meeting at The Nate Holden Theatre and I was very proud of how my community spoke out and advocated for us. There were a few things that really struck me.

The meeting started with a long YouTube video about the history of Sugar Hill. The fact that Metro felt the need to show us a video that took away from our time to ask questions and about a history that \*we\* ourselves had pointed out to Metro at the Public Comment Meetings, as having strong parallels to the current plan for the K Line Extension Plan, was both strangely performative and also struck us as deeply hypocritical. Because had it not been for the outcry from our communities about this, Metro, just like those who removed Sugar Hill for the 10 freeway, would have never given our communities a second thought. And therein lies the problem; the thoughtlessness.

At all of the Public Comment Meetings, Georgia went to great lengths to talk about how a Paul Williams building had been "saved" by Metro. And yet, the very neighborhood where he built three original homes, including one that was his own home, was completely disregarded. This is especially galling to the community because Paul Williams, a renowned architect to this day, who could have easily afforded to live in Hancock Park - was not allowed to do so, because of the Covenant Laws. So he chose La Fayette Square to call his home. And the residents - of every race - take great pride that he chose our community to build and live in. So when a big deal is made by Metro that they saved a building that he was hired to build in another area but you ignore the importance of the ones that he built for himself and his neighbors, then your care for his work and his legacy don't ring true.

Metro said that they were going to be candid during the Nate Holden meeting, but then would only say that they "chose" not to bring the K line to Wilshire for "a number of reasons". In that moment, the idea that this was going to be a candid and transparent conversation evaporated for everyone in the room. Because what we all knew, is that the reason the K Line isn't going up to Wilshire, and the reason why there is no stop at Crenshaw and Wilshire, is because Hancock Park sued Metro to stop it. They didn't want people from South LA coming even adjacent to their neighborhood. And the fact that it wasn't said, was very upsetting to

everyone in the room.

West Hollywood is trying to paint us as NIMBYs but they are an area with newer, earthquake-retrofitted buildings with mostly businesses and they have the deep pockets. West Hollywood and Cedars are using their money, power, and influence to make it go the way that most benefits them. It's normal that they should advocate for their needs. But the people in East Hollywood, one of the poorest communities in LA, will have no line from Fairfax to Vermont to serve them. Metro touted how many hundreds of thousand people will be traveling into LA on these lines - but those are people coming to LA from outside of it, and while that serves a purpose, one has to wonder, who are you making this metro system for? The people who need it the most, or those with the most money and influence? Either way, Wellington and La Fayette Squares are the collateral damage.

Communities like Hancock Park and Carthay Circle and West Hollywood had the ability to advocate for their needs because they were included and made to be part of the conversation from the beginning. They are also historically moneyed, affluent and white neighborhoods. And while Metro might say that is a coincidence and a simple oversight, given the history that Metro itself acknowledged, it feels more like we were ignored because our diverse, but still majority black neighborhood, was not given the respect and dignity of those others. When Metro decided to change the K Line route from going up Crenshaw and turning on Pico (two rite of passage streets, that are populated with businesses), to instead going directly under our residential, over-one-hundred-year-old HPOZ homes without including us in the conversation, that struck us as more than just an oversight.

The proposed map doesn't provide the people who most need it with mass transportation within Los Angeles and it leaves little room for Metro to grow in the future and access more areas. The proposed K line that goes up to West Hollywood is a meandering and poor urban planning. Our community strongly supports the idea of a stop at Mid-City (albeit deeply concerned about the impact on Ralph's), but La Brea has vastly more businesses and foot traffic than Crenshaw above Exposition all the way up to Hollywood and makes much more sense as a route. The argument Metro used against creating a stop at Crenshaw and Wilshire was that there weren't enough local business or foot traffic there, so why did Metro choose Crenshaw when it's actually La Brea that fulfills all of those criteria?

One neighbor made an excellent comment, Metro established an Equality policy in 2018, why didn't they follow it? Another neighbor said why don't you do all the tests and then come back to us with the answers, but I want to go further and ask - why don't you go back, and come up with another route, and then come back to us?

Just to make it clear, La Fayette Square and Wellington Square are strong supporters of Metro and of having a stop close by. Our intent is not to block or slow the process but to have our concerns acted on by Metro as much as they did for the residents of Carthay Circle or Hancock Park or West Hollywood.

We truly hope that an alternate route that doesn't go under our communities can be created soon so that we can all come together in support of this momentous effort to bring transportation to all Angelenos and create a positive impact on the environment.



[REDACTED]  
**Sent:** Tuesday, September 17, 2024 9:10 AM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org

**Subject:** K-Line extension - public comment

September 15, 2024

To Whom It May Concern,

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While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

### **Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes. Nor does it address Methane gas that would come up through the soil.

### **Seismic Risks and Vulnerability**

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the

interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

### **Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice/Pico, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

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### **Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

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We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

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Thank you for your time and effort.

Sincerely,

[REDACTED]  
**Sent:** Tuesday, September 17, 2024 9:49 AM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org

**Subject:** K-Line extension - public comment

September 17, 2024

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██████████

[REDACTED]  
**Sent:** Tuesday, September 17, 2024 3:20 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org

**Subject:** Fwd: K-Line extension - public comment

September 15, 2024

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Thank you for your time and effort.

Sincerely,

A solid black rectangular redaction box covering the signature area.

[REDACTED]  
**Sent:** Wednesday, September 18, 2024 11:40 AM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; ThirdDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; sukki.gershenhorn@lacity.org; info@mincla.org; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov

**Subject:** Metro K Line Northern Extension Project

To: Metro Board, Metro Staff, Elected Officials and others

From: Bruce and Marlene Larson  
1757 Buckingham Rd (La Fayette Square)

Re: Metro K Line Northern Extension Project

**STOP: Residents of the historic neighborhoods of La Fayette Square and Wellington Square do not want the subway detailed in Metro North Expansion plan to run under their HPOZ neighborhoods and homes.**

We strongly oppose the current draft EIR Metro K Line Northern Extension that runs directly underneath these historic neighborhoods (and directly across the street from our home) and urge the LA Metro to identify other alignments that do not threaten so many historically significant communities.

We are dismayed that the planning process did not adequately involve the residents of these neighborhoods as well as the HPOZ. In May 2021 Metro had public hearings on the 3 proposed routes as well as a proposed optional alignment route. On June 9, 2021, we emailed Metro requesting detailed information about the optional alignment route and never received a response. We heard nothing from Metro until we received a post card in July announcing 3 public hearing about the now preferred (no longer optional) route.

We request Metro to explore alternatives to its current plan, not use the same reports as presented at the September 4, 2024, community meeting to justify its current proposed route, and then proposed a new route that bypasses La Fayette and Wellington Squares.



[REDACTED]  
**Sent:** Thursday, September 19, 2024 8:35 AM

**To:** Crenshaw North <CrenshawNorth@metro.net>

**Cc:** Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org; mayor.helpdesk@lacity.org

**Subject:** CONCERNS about the K-LINE PROJECT

Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

To Whom It May Concern,

I am writing again to express my strong opposition to the proposal of building a new subway tunnel under historic 100-year-old homes in LaFayette Square and Wellington Square, as part of Metro's upcoming K-line transit project. The recent lawsuit filed by the Beverly Hills Temple of the Arts regarding damage caused to the Saban Theatre during the Purple Line Extension construction highlights the serious risks posed to historic buildings in our city. **These risks must be taken into account before moving forward with any further tunneling under areas rich in cultural and architectural heritage.**

According to the lawsuit (as noted here: <https://beverlypress.com/2019/07/saban-theatre-claims-subway-damage>), five years of construction have caused significant damage to the Saban Theatre, including cracks, subsidence, and crumbling of art deco features. This is particularly alarming given that the Saban Theatre is on both the Federal and State Registries of Historic Places and serves as an irreplaceable landmark of Los Angeles' history. The damage to this building, as described by Rabbi David Baron, includes not only physical harm but also financial and reputational losses, making it clear that current mitigation measures have failed to protect this important structure.

The potential for similar damage to historic homes, many of which have stood for over a century, is deeply concerning. These buildings are not only architecturally significant but also integral to the character and identity of Los Angeles neighborhoods. Once damaged, the restoration of such structures is both challenging and expensive, often failing to restore the original beauty and craftsmanship. In addition, the subsidence caused by vibrational drilling can lead to long-term structural instability that may not be immediately evident but can degrade the integrity of these homes over time.

Metro has stated that it employs a "robust construction mitigation program," but the ongoing damages to the Saban Theatre, coupled with tenant disruptions and lost business revenue, demonstrate that these measures are insufficient. The community deserves stronger assurances that historic buildings will not suffer the same fate if new subway tunnels are constructed under their foundations. We must preserve our city's history and ensure that homes and landmarks are not sacrificed for the sake of urban development.

I respectfully urge Metro to reconsider this proposal and explore alternative routes or construction techniques that would protect the homes and cultural assets of our city. In cases where tunneling is deemed essential, a more rigorous set of protective measures must be implemented, and compensation for any damage caused must be readily available and substantial enough to cover actual repair costs. Failure to do so risks irreparable harm to our historic neighborhoods.

Thank you for your attention to this matter. I hope that Metro will prioritize the preservation of Los Angeles' historic homes and landmarks in all future planning.

Sincerely,

A black rectangular redaction box covering the signature area.

[REDACTED]  
**Sent:** Thursday, September 19, 2024 10:40 AM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org  
**Subject:** Los Angeles County Metropolitan Transportation Authority

To Whom It May Concern,

I am writing again to express my strong opposition to the proposal of building a new subway tunnel under historic 100-year-old homes in LaFayette Square and Wellington Square, as part of Metro's upcoming K-line transit project. The recent lawsuit filed by the Beverly Hills Temple of the Arts regarding damage caused to the Saban Theatre during the Purple Line Extension construction highlights the serious risks posed to historic buildings in our city. **These risks must be taken into account before moving forward with any further tunneling under areas rich in cultural and architectural heritage.**

According to the lawsuit (as noted here: <https://beverlypress.com/2019/07/saban-theatre-claims-subway-damage>), five years of construction have caused significant damage to the Saban Theatre, including cracks, subsidence, and crumbling of art deco features. This is particularly alarming given that the Saban Theatre is on both the Federal and State Registries of Historic Places and serves as an irreplaceable landmark of Los Angeles' history. The damage to this building, as described by Rabbi David Baron, includes not only physical harm but also financial and reputational losses, making it clear that current mitigation measures have failed to protect this important structure.

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Metro has stated that it employs a "robust construction mitigation program," but the ongoing damages to the Saban Theatre, coupled with tenant disruptions and lost business revenue, demonstrate that these measures are insufficient. The community deserves stronger assurances that historic buildings will not suffer the same fate if new subway tunnels are constructed under their foundations. We must preserve our city's history and ensure that homes and landmarks are not sacrificed for the sake of urban development.

I respectfully urge Metro to reconsider this proposal and explore alternative routes or construction techniques that would protect the homes and cultural assets of our city. In cases where tunneling is deemed essential, a more rigorous set of protective measures must be implemented, and compensation for any damage caused must be readily available and

substantial enough to cover actual repair costs. Failure to do so risks irreparable harm to our historic neighborhoods.

Thank you for your attention to this matter. I hope that Metro will prioritize the preservation of Los Angeles' historic homes and landmarks in all future planning.

Sincerely,

[Redacted signature]

[Redacted contact information]

[REDACTED]  
**Sent:** Thursday, September 19, 2024 1:17 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>

**Subject:** Additional Opposing the Metro K Line Northern Extension: Safeguarding LaFayette Square's Historical Legacy Amid Uncertainty

[REDACTED]  
Aug 27<sup>th</sup>, 2024

Metro Board of Directors  
One Gateway Plaza  
Los Angeles, CA 90012

**Subject: Additional Opposing the Metro K Line Northern Extension: Safeguarding LaFayette Square's Historical Legacy Amid Uncertainty**

I am writing again to express my strong opposition to the proposed Metro K Line Northern Extension under the historic LaFayette Square neighborhood. While I support public transit improvements, this project raises significant concerns regarding the long-term preservation of a historically important area. The future of this infrastructure and its broader implications for LaFayette Square are highly uncertain, and I urge Metro to reconsider the route to avoid risking the integrity of this culturally significant neighborhood.

### **1. Uncertainty and the Precautionary Principle**

No one can predict with certainty how well this underground tunnel will be maintained or what other infrastructure projects might follow once this precedent is set. Even the most well-intentioned projects can suffer from unforeseen circumstances—such as future expansions, economic downturns, or political shifts—leading to unintended negative impacts. LaFayette Square is a one-of-a-kind neighborhood with historic architectural significance. Why take an irreversible gamble by introducing such major infrastructure beneath it, when the long-term effects on the neighborhood and its preservation are unknowable? History is not something we can afford to gamble with.

### **2. Future Expansions and Urban Intensification**

Approving this underground tunnel sets a dangerous precedent. Once the tunnel is in place, it opens the door for further expansions or additional transit infrastructure under and around LaFayette Square. Cities around the world, such as Barcelona and Tokyo, have seen significant intensification after initial infrastructure projects were approved. These expansions could lead to increased development pressure, pushing for higher-density developments that undermine the historical and architectural integrity of the neighborhood. What starts as one tunnel could eventually lead to more urbanization, eroding the community's historic character.

### **3. Economic and Funding Instability Threatens Maintenance and Safety**

There is no guarantee that sufficient funding will be available in the future to maintain the tunnel and rail infrastructure to the highest standards. Economic recessions and shifting political priorities often lead to cuts in infrastructure funding. During such times, critical maintenance is deferred, leading to accelerated degradation of tunnels and increased risks of noise, vibration, and structural issues. We have seen this happen in cities like Washington, D.C., where delayed maintenance on aging infrastructure led to safety incidents and service disruptions. LaFayette Square could face similar challenges if funding for maintenance falls short in the future.

#### **4. Long-Term Infrastructure Degradation**

Tunnels, no matter how well-constructed, are subject to wear and tear over time. This degradation, if not carefully managed, can pose significant risks to nearby historic structures. Water seepage, soil settlement, and vibrations from daily train operations could lead to cracks and structural weakening in the historic homes that LaFayette Square is known for. In New York and London, aging tunnels have required costly, disruptive maintenance efforts to prevent further damage to surrounding areas. While modern technology may mitigate these risks initially, the long-term degradation of infrastructure remains a serious concern.

#### **5. Historical Precedents Show Long-Term Risks to Historic Neighborhoods**

Cities around the world have seen the negative long-term impacts of infrastructure projects in historic areas. The Boston Big Dig and New York's Second Avenue Subway both faced unforeseen delays, cost overruns, and lasting disruptions to historic neighborhoods. More concerning, in both cases, long-term degradation of the infrastructure has required continuous maintenance and led to ongoing disruptions for the surrounding communities. These examples demonstrate that even the most carefully planned projects can encounter unforeseen challenges and cause lasting harm to historic areas.

In conclusion, while improving public transit is essential, the risks to LaFayette Square are too high. The neighborhood's historic and architectural value must be protected, and the uncertain future of the infrastructure—combined with the lessons learned from similar projects—should give Metro serious pause. I strongly urge you to reconsider the proposed route and to explore alternative options that do not place LaFayette Square at risk of long-term harm.

Thank you for your attention to this critical matter. I hope that Metro will take these concerns seriously and choose a route that preserves the integrity of this irreplaceable historic neighborhood.

A large black rectangular redaction box covering the signature and name of the author.

[REDACTED]  
**Sent:** Thursday, September 19, 2024 2:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** K Line Northern Extension DEIR, State Clearinghouse #2021040368

K Line Northern Extension DEIR, State Clearinghouse #2021040368

August 14, 2024

To Whom It May Concern,

My name is Max Wheeler and my family and I residents of Lafayette Square in Mid-City. I am very concerned about the planned K line northern expansion and the detrimental effects it will have on our historic neighborhood if allowed to proceed in tunneling under our many vulnerable structures. While we have only lived in Lafayette Square for five years, we are all too aware of the profound history of trauma and displacement long term residents of this area of the city have experienced in the city's ongoing development of transportation infrastructure. It would be great injustice to visit that trauma anew. Our family is all too aware of the desperate need of public transportation in the city of Los Angeles, but it needs to be done in a thoughtful and transparent manner that has the least destructive impact, especially on communities that have historically born the brunt. Up to now the process has been anything but transparent. That needs to change.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods Lafayette Square and Wellington Square. It would never have occurred to us to go on Metro's website and open the draft EIR files were it not for neighbors who shared the certified letter they received regarding Metro's plans, which include the threat of eminent domain.

Previously, we were only aware of the proposed line running north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents of this historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

### **Seismic Risks and Vulnerability**

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated

damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

### **Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### **Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

### **Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

### **Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

### **Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.



Thank you for your time and effort.



[REDACTED]  
**Sent:** Thursday, September 19, 2024 4:55 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org  
**Subject:** OPPOSITION TO K LINE EXTENSION UNDER LA FAYETTE SQUARE/WELLINGTON SQUARE

To Whom It May Concern:

I am reiterating my support of Metro but my strong opposition to the K Line Northern Extension from running directly under La Fayette Square and Wellington Square.

I received the Metro K Line Northern Expansion Project Updated Notice by mail yesterday (September 18) and while I commend Metro on \*finally\* communicating with our community, where was that communication years ago when you changed the route to going directly under our historically black and culturally significant neighborhood of historically fragile homes??

The letter informed residents that the FAQs on the website had been updated. I truly hope that Metro doesn't feel that these updates adequately address our concerns.

I would also like to make a point that hasn't been brought up yet about insurance - especially in light of the Saban lawsuit (<https://beverlypress.com/2019/07/saban-theatre-claims-subway-damage/>) as well as to the many residents that we have now personally heard from along the Wilshire corridor that have cited vibrations and damage to their homes.

Insurance companies have been refusing to insure homes in the state of California and no information has been shared about the impact having tunnels running directly under our homes would have on their insurability. Nor has there been any guarantee from Metro that our homes will continue to be insurable (or that our rates won't go up) as a result of this route under our communities.

Additionally, two important structures under your route have not been addressed; namely the retaining wall that runs along the south side of Venice between La Fayette Road and Vineyard and the West Boulevard Bridge, built in 1933 and designated Los Angeles Historic Cultural Monument No. 1023. Even without a tunnel under them, these structures are vulnerable to damage in an earthquake, so it begs the question if studies have been performed to assess the impact of the tunnels, which at that point on the route would be nearing the surface, would have on them? Should either of these be damaged, or worse, this would result in dozens of homes falling from the hilltop onto Venice and homes on either side of the bridge being damaged as well. I eagerly await a thorough reporting regarding the impact on these fragile, historic structures.

I eagerly await your responses to the many concerns that I and my community members have regarding the current plan to run the K Line Extension under La Fayette and Wellington Squares. And together finding an alternative route that works for all involved!



[REDACTED]  
Sent: Thursday, September 19, 2024 7:51 PM

To: Crenshaw North <CrenshawNorth@metro.net>

Cc: hollyjmittchell@bos.lacounty.gov; suki.genshenhorn@lacity.org; kathryn@lacity.org; councilmember.krekorian@lacity.org; firstdistrict@bos.lacounty.gov; Mincla Info <info@mincla.org>; fourthdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; thirddistrict@bos.lacounty.gov; councilmember.hutt@lacity.org

Subject: KNE-draft EIR

To All It May Concern:

As a 38 year resident of LaFayette Square, I was not reassured by the Nate Holden Theatre presentation, nor by the additional information learned about the damage to the Historic Saban Theatre on Wilshire Blvd.,( beverlypress.com and Park LaBrea News),with the constant disruptions from the noise,the interruptions to business and forcing out of tenants. My concerns intensified after reading about the experiences of others during the Purple Line construction - especially the homeowners, renters and businesses around Ogden Drive.

Our 1929 brick English Tudor will not survive the assaults from your tunneling construction process nor the continuing sound and motion of subway trains in the future. I certainly am expecting a detailed report on the homeowners compensation for lost of property values, for the impact on my home-based business, for the ongoing expected damages and the mental anguish this project is already inflicting.

We are totally opposed to any subway project in this geological fragile area and do not believe you have reassured us that our concerns have been truly addressed. Also, please see the September 4,2024 letter from our 10th District Councilwoman which elaborates in detail our issues, concerns and proposed solutions.

Sincerely.

[REDACTED]

[REDACTED]  
**Sent:** Thursday, September 19, 2024 9:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** K Line Extension

September 19, 2024

To Whom It May Concern,

My name is Jeff O'Keefe and I'm a 13 year resident of the city. I've lived in the Wellington Square neighborhood of mid-city for 11 of those years.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

### **Seismic Risks and Vulnerability**

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

### **Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed

mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community’s unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

A large black rectangular redaction box covering the signature area.

Initially Proposed Pathway:



Recent notice in the mail:

**We're planning rail to bridge divides.**  
*Superando las divisiones y planificando más ferrocarriles.*

**K LINE NORTHERN EXTENSION / EXTENSIÓN DE CRENSHAW (K LINE) HACIA EL NORTE**  
 Update – Public Hearings / Actualización – Audiencias Públicas

**JOIN US FOR PUBLIC HEARINGS / ACOMPÁÑENOS EN LAS AUDIENCIAS PÚBLICAS.**

Saturday, August 10, 2024, 10–12PM  
 Sábado, 10 de agosto de 2024, 10–12PM

Tuesday, August 13, 2024, 6–8pm  
 Martes, 13 de agosto de 2024, 6–8pm

Thursday, August 15, 2024, 12–1:30PM  
 Jueves, 15 de agosto de 2024, 12–1:30PM

**M Metro**

HOLLYWOOD

[REDACTED]  
Sent: Thursday, September 19, 2024 10:26 PM

To: Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>;  
FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov;  
councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov;  
HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov;  
Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org  
Subject: Metro K Line Expansion

To Whom It May Concern,

I am writing again to express my strong opposition to the proposal of building a new subway tunnel under historic 100-year-old homes in LaFayette Square and Wellington Square, as part of Metro's upcoming K-line transit project. The recent lawsuit filed by the Beverly Hills Temple of the Arts regarding damage caused to the Saban Theatre during the Purple Line Extension construction highlights the serious risks posed to historic buildings in our city. These risks must be taken into account before moving forward with any further tunneling under areas rich in cultural and architectural heritage.

According to the lawsuit (as noted here:

[The potential for similar damage to historic homes, many of which have stood for over a century, is deeply concerning. These buildings are not only architecturally significant but also integral to the character and identity of Los Angeles neighborhoods. Once damaged, the restoration of such structures is both challenging and expensive, often failing to restore the original beauty and craftsmanship. In addition, the subsidence caused by vibrational drilling can lead to long-term structural instability that may not be immediately evident but can degrade the integrity of these homes over time.](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fbeverlypress.com%2F2019%2F07%2Fsaban-theatre-claims-subway-damage&data=05%7C02%7Cboardclerk%40metro.net%7C00434a45dc2849af715708dcd934cb19%7Cab57129bdbfd4cacao77fc74c40364af%7C1%7C0%7C638624068348361739%7CUnknwn%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C60000%7C%7C%7C&sdata=kmLR1NjS5KuNP3Q79hAvb590JJ30bR1lwISleWBH%2BTc%3D&reserved=0), five years of construction have caused significant damage to the Saban Theatre, including cracks, subsidence, and crumbling of art deco features. This is particularly alarming given that the Saban Theatre is on both the Federal and State Registries of Historic Places and serves as an irreplaceable landmark of Los Angeles' history. The damage to this building, as described by Rabbi David Baron, includes not only physical harm but also financial and reputational losses, making it clear that current mitigation measures have failed to protect this important structure.</p></div><div data-bbox=)

Metro has stated that it employs a "robust construction mitigation program," but the ongoing damages to the Saban Theatre, coupled with tenant disruptions and lost business revenue, demonstrate that these measures are insufficient. The community deserves stronger assurances that historic buildings will not suffer the same fate if new subway tunnels are



constructed under their foundations. We must preserve our city's history and ensure that homes and landmarks are not sacrificed for the sake of urban development.

I respectfully urge Metro to reconsider this proposal and explore alternative routes or construction techniques that would protect the homes and cultural assets of our city. In cases where tunneling is deemed essential, a more rigorous set of protective measures must be implemented, and compensation for any damage caused must be readily available and substantial enough to cover actual repair costs. Failure to do so risks irreparable harm to our historic neighborhoods.

Thank you for your attention to this matter. I hope that Metro will prioritize the preservation of Los Angeles' historic homes and landmarks in all future planning.

[Redacted signature]

[Redacted contact information]

[REDACTED]  
**Sent:** Thursday, September 19, 2024 10:32 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org

**Subject:** LaFayette Square and Metro K Line Extension

To Whom It May Concern,

Although a proponent of the K-Line Extension, I am against the plan to tunnel under our historic neighborhood, LaFayette Square for multiple reasons. First, we as homeowners were shocked to suddenly be told that a draft EIR had already been completed, and that our neighborhood would be impacted. The initial public comment period was extremely short, and even with the deadline extension to 9/20, the length does not seem to be in line with discussions held for years with other neighborhoods, such as Carthay Circle, before the draft EIR was even written. Neighborhoods further north and west (Hancock Park, Beverly Hills, Carthay Circle) were able to affect route changes, and it seems the same attention has not been granted to those of us living further south.

Secondly, living in a Historic Protection Overlay Zone, we are greatly restricted by changes we can make to the property we own. This area has been deemed by the city worthy of preservation, yet a public entity is able to come in and tunnel under 100+ year historic homes feels very much out of line with protection. Los Angeles is a series of neighborhoods, and the character of these individual areas is what gives the city its overall character. Running a subway tunnel under this uniquely diverse neighborhood surely cannot be beneficial to preservation of the culture of this unique city.

Thirdly, the messages being shared by Metro regarding this expansion have been inconsistent and nebulous. At the in-person meeting previously held at Pan Pacific Park, residents were given different answers about potential impact by different Metro representatives. Also, the letter sent to homeowners being directly affected was extremely vague, and it was not clear to what extent the impact would reach including potential tear down of homes for the extension. Surely a more specific letter could have been mailed given the draft EIR is already complete. The manner in which we were informed does not demonstrate that we as residents can feel secure in our level of trust in Metro's planning going forward.

At that same meeting, one Metro representative was keen to discuss the care (and surely huge expense) being taken to rebuild a Paul Williams building in Westwood. I am not clear as to they the station has to be built on the corner, but it seems an extreme plan. Our neighborhood houses an actual Paul Williams home, but no mention was made of that by Metro at the meeting. Apparently cost is a major factor in running the line under our mid-city historic neighborhood, but the cost involved to place the Westwood station on a particular corner does not seem to be of concern to Metro.

I do not understand why discussions were not implemented with residents in LaFayette Square and surrounding neighborhoods years ago, when the extension was first envisioned. It feels

our beloved neighborhood has not been given the same courtesies and options as other neighborhoods discussed above. Surely alternate routes along major thoroughfares exist for this extension.



[REDACTED]  
**Sent:** Friday, September 20, 2024 12:12 AM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>;  
FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov;  
councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov;  
HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov;  
Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org;  
cd10@lacity.org; heather.hutt@lacity.org

**Subject:** Opposition to the Metro KLine

To All Parties,

I am writing to express my strong opposition to the proposed routing of the Metro K Line beneath the LaFayette Square neighborhood. This historic community, predominantly African American, stands to experience significant negative impacts, including the potential decline in property values, which would disproportionately affect long-standing residents.

Additionally, I would like to raise serious concerns regarding the health and safety implications of electromagnetic fields (EMFs) generated by underground trains and related infrastructure such as cell towers. Has there been an independent study conducted to assess the extent of EMF exposure in residential areas and its potential effects on public health? The community deserves a transparent review of the risks, supported by thorough scientific analysis, before moving forward with such a project.

We strongly urge the authorities to reconsider this routing, as it may compromise the well-being and heritage of our community.

Respectfully,

[REDACTED]



[REDACTED]  
**Sent:** Friday, September 20, 2024 10:17 AM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org; Erik Flexner <flexterra@gmail.com>; Jenna Flexner <jennaflex@gmail.com>  
**Subject:** PLEASE reroute the Metro K Line and SAVE Lafayette Square

To Whom It May Concern,

My name is Erik Flexner and I am one of the top Realtors in Mid City. I have lived for 18 years in Lafayette Square, Mid-City Los Angeles. I have 4 kids and a wife and a little dog. We are longtime community members. I am deeply troubled by the re routing of the Metro K Line under my home of 18 years.

As a 22 year veteran of home sales in the area, I am intimately aware of the issues facing historic homes in Mid City, LA.

I recently received a certified letter stating that a subway line has been proposed directly under our home. Our home is a 101 year old Mills Act treasure that has stood the test of time. However the routing of the Metro K Line could destroy my home through rattling, vibrations, digging, sink holes, and countless other dangers.

We have spent 18 years here, rebuilding the community since the Rodney King riots destroyed large sections of our area and sent many wonderful people running from LA. We are now a model community with VERY CLOSE CONNECTIONS because we work together to REBUILD this community EVERY day.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors.

While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

### 1. Reduction in Home Values

AS A VETERAN REALTOR here in Lafayette Square, I can tell you from vast experience that regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively ABSOLUTELY impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

### 2. Structural Damage from Vibration and Soil Settlement

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used

in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### 3. Inadequate Community Consultation and Procedural Concerns

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

### 4. Seismic Risks and Vulnerability

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

### 5. Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

### 6. Our Request

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the

preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances

Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

A large black rectangular redaction box covering the signature and name of the sender.

[REDACTED]  
**Sent:** Friday, September 20, 2024 12:08 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>

**Subject:** Alternative Route Needed for K Line Northern Extension Section 1 - Preserve Historic Black Neighborhoods

September 20, 2024

K Line Northern Extension DEIR, State Clearinghouse #2021040368  
Los Angeles Metro, c/o Roger Martin  
Metro One Gateway Plaza  
Mail Stop 99-22-5  
Los Angeles, CA 90012

[REDACTED]  
Re: Opposition to Draft EIR K Line Northern Extension Section 1 Crenshaw ROW and DEIR alignment

Distinguished LA Metro Board and Staff:

I am writing to express my opposition to the Draft EIR K Line Northern Extension Section 1 Crenshaw ROW and DEIR alignment that are currently drawn to tunnel directly under Wellington Square and LaFayette Square. Prior to the release of this Draft EIR, the residents in these historic African-American communities had no notice of the now proposed DEIR alignment.

#### **The Draft EIR release date**

I must mention that releasing a Draft EIR on 7/22 in the middle of summer, when residents are on school vacation or otherwise occupied with their children, appears very intentional. Is Metro hoping people are out of town, not looking at their mail or too busy to get organized to protest?

#### **The Draft EIR notice**

I received a certified letter from Metro notifying me of the possible acquisition of my home. The letter is dated 7/25. How is it possible that Metro failed to mail my letter on 7/22 the day the Draft EIR was sent to public libraries or at least on 7/23 the Draft EIR public release date?

I also find it shocking that my next door neighbors did not receive a letter. Although the proposed train tunnels will miss their property line by mere feet, they should have received notice of the Draft EIR release. FilmLA is required to give notice to homeowners within 300 feet of a production. Metro should at least be required to do the same. I would argue everyone within a mile radius of the proposed tunneling should have been given notice. Especially since Metro has labeled the area around my home as an "Equity Focused Community."

#### **The Draft EIR documents**



After I picked up my letter from the post office on 8/15, I went to the Washington Irving Public Library to see the Draft EIR binder that was mentioned in my letter. The cover sheet addressed to the librarians was dated 7/22. It listed an original public comment closing date of 8/22. 30 days. 30 days to read 2000+ pages at the public library if I didn't have access to a phone or a computer or a printer. The 3000+ pages of appendices were on a thumb drive completely inaccessible if computers at the library weren't working that day. Metro should be required to provide a printed binder(s) of all appendix pages at each of the library sites. Especially since Metro has labeled the area around my home as an "Equity Focused Community."

### **The Draft EIR Public Comment Period**

Metro initially offered two in-person and one zoom meeting for public comment. However the communities of Wellington Square, LaFayette Square, LaFayette Road, 16th Street and Victoria Park, who were directly affected by the proposed alignment change in Section 1, were only offered a community meeting after leaders requested it. Metro should have been required to reach out to these residents and set a meeting before 9/4.

Metro extended the public comment period to 9/5 (44 days). However, they only provided notice of this change online. They failed to update the binders at the public libraries.

After requests from concerned residents, Metro extended the deadline to 9/20 (60 days). However, Metro once again failed to update the binders at the public libraries.

### **The Draft EIR Issues**

The Draft EIR for the K Line Northern Extension Section 1 Crenshaw ROW and DEIR alignment affect two significant African-American historic communities: LaFayette Square and Wellington Square. Why is Metro proposing to tunnel under black single family homes in a historic district when the train tunnels can follow street right of ways like LaBrea to Venice or Crenshaw to Pico? If the Metro tunnel went under the 10 to LaBrea they could actually put in another station at Washington Blvd, providing more access for our Equity Focused Community instead of using our communities as a thoroughfare to get to the Purple line.

### **The Draft EIR fails to provide:**

- Details on alternative routes considered for Section 1 to avoid tunneling under these historic neighborhoods
- A realistic assessment of potential damages from vibrations to 100+ year old homes that are currently protected under the LA City Historic Preservation Overlay Zone (HPOZ)
- Investigation of potential damage to historic homes from methane pockets or explosions
- Investigation of potential health risks associated with methane gas exposure if release procedures are required
- Investigation of potential damage to historic homes from underground water disturbances
- A plan for funding for potential damage to historic properties in these communities
- Investigation of potential damage to the West Bridge (a Los Angeles City Historic Cultural Monument)

- Investigation of potential damage to canopy cover including the Canary Island Palms that line the streets
- Investigation of potential damage to homes on 16th Street which sit above a retaining wall along Venice Blvd
- Investigation of potential health risks associated with constant exposure to vibration and noise
- And finally although possibly not relevant for a CEQA review, Metro has failed to follow its own 2018 Equity Platform Framework by proposing the highest percentage of tunneling for the K Line Northern Extension under single family homes in black neighborhoods

•  
**Conclusion**

Although I support the concept of public transportation, modernization in LA must not be at the expense of black communities. Metro must find an alternative route for Section 1 of the K Line Northern Extension that does not create the potential for catastrophic loss in the historic black neighborhoods of Wellington Square and Lafayette Square.

Sincerely,



Bcc:

Metro Board <[boardclerk@metro.net](mailto:boardclerk@metro.net)>,  
 Stephanie Wiggins <[swiggins@metro.net](mailto:swiggins@metro.net)>,  
 KeAndra Cylear Dodds <[cyleardoddsk@metro.net](mailto:cyleardoddsk@metro.net)>,  
 Hilda L. Solis <[FirstDistrict@bos.lacounty.gov](mailto:FirstDistrict@bos.lacounty.gov)>,  
 Holly J. Mitchell <[HollyJMitchell@bos.lacounty.gov](mailto:HollyJMitchell@bos.lacounty.gov)>,  
 Lindsey P. Horvath <[ThirdDistrict@bos.lacounty.gov](mailto:ThirdDistrict@bos.lacounty.gov)>,  
 Janice Hahn <[FourthDistrict@bos.lacounty.gov](mailto:FourthDistrict@bos.lacounty.gov)>,  
 Kathryn Barger <[kathryn@bos.lacounty.gov](mailto:kathryn@bos.lacounty.gov)>,  
 Karen Bass <[mayor.scheduling@lacity.org](mailto:mayor.scheduling@lacity.org)>,  
 Paul Krekorian <[Councilmember.Krekorian@lacity.org](mailto:Councilmember.Krekorian@lacity.org)>,  
 Katy Yaroslavsky <[Councilmember.Yaroslavsky@lacity.org](mailto:Councilmember.Yaroslavsky@lacity.org)>,  
 Suki Gershennhorn <[suki.gershennhorn@lacity.org](mailto:suki.gershennhorn@lacity.org)>,  
 Heather Hutt <[heather.hutt@lacity.org](mailto:heather.hutt@lacity.org)>,  
 Mid City Neighborhood Council <[info@mincla.org](mailto:info@mincla.org)>,  
 Gloria Roberts <[gloria\\_roberts@dot.ca.gov](mailto:gloria_roberts@dot.ca.gov)>,  
 Tim Sandoval <[tim.sandoval@pomona.gov](mailto:tim.sandoval@pomona.gov)>,  
 Ara J. Najarian <[anajarian@glendaleca.gov](mailto:anajarian@glendaleca.gov)>,  
 James Butts <[mayor@cityofinglewood.org](mailto:mayor@cityofinglewood.org)>,  
 Fernando Dutra <[fdutra@cityofwhittier.org](mailto:fdutra@cityofwhittier.org)>,  
 Jacquelyn Dupont-Walker <[jdupontw@ward-edc.org](mailto:jdupontw@ward-edc.org)>,

[REDACTED]  
**Sent:** Friday, September 20, 2024 1:54 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org

**Cc:** info@mincla.org

**Subject:** KNE-Draft EIR

Dear METRO Board, and LA elected officials,

I am a resident of La Fayette Square. I join my neighbors in objecting to any further consideration of the planned subterranean route for the K-Line extension. The project negatively impacts our community, a culturally significant neighborhood in Los Angeles with homes over 100 years old and has a significant place in the history of black families in LA. Our properties, by being featured as one of the only subterranean routes on the current map, have already been placed in a negative light impacting property values. As shown by the turnout at the Nate Holden Center, METRO seemed to downplay the impacts on the community, the threat to the ability of families who fought to live in the neighborhood to enjoy the benefits of passing down such a treasured asset to future generations.

The proposal ignores concerns about the impacts of the water tables under our neighborhood and how there are already significant challenges regarding substructure flooding that could be exacerbated by construction; there are mineral and oil reserves under the neighborhood which have been seemingly overlooked by the current EIR. We ask Metro to fully disclose reasons for abandoning any plans for a route that stays on commercial routes such as a turn on Venice or Pico Boulevard and has minimal, if any, impact on single family homes. Such routes were featured in presentations regarding the K-Line extension for several years before this current presentation which suddenly looks to tunnel under our homes.

We also ask that METRO reconcile its plans and decisions in light of the city encouraging large development on Crenshaw that specifically lacks adequate parking in anticipation of increased use of public transportation. On one hand, developers are encouraged to build immense apartment buildings lacking in parking in an already densely packed corridor lacking in street and public parking alternatives, and on the other METRO scraps plans for a hub at Wilshire/Crenshaw, close to these structures because they do not see the population to support the stop. Decisions are being considered without proper impact/harm consideration.

Despite assurances that the impacts of any tunneling have been, and would be, minimal, we have recently read of evidence that there has been, in fact, [significant damage to the Saban Theater in Beverly Hills](#).

While public transportation in Los Angeles is needed, this plan is the wrong solution and we again ask for METRO to abandon any subterranean tunneling under single-family homes and focus instead on solutions that track commercial corridors, attend to the impacts to

stakeholders in between the planned stops/endpoints, and take the time and effort to truly honor and serve all stakeholders.

Thank you,



[REDACTED]  
**Sent:** Friday, September 20, 2024 4:12 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org  
**Cc:** Renita Smith <reccsmith@gmail.com>  
**Subject:** Yes to the K Line --- No to tunneling under Wellington Square and Lafayette Park

September 19, 2024

Hello,

Please find a different route and do not tunnel under our lovely communities. Our family moved to Wellington Square to enjoy the beautiful community, which has 100+ year-old homes and a strong legacy of engaged African Americans. This community has already paid the price of expanding mass transportation through the decimation of [Sugar Hill](#) because of the 10 Freeway.

Additionally, Metro recently released a draft of the EIR for the K line's northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro would hold three public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the three potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue, or studies on its impact on our residents and historic neighborhood.***

While not technical experts, our deep connection to this area gives us a unique understanding of the potential dangers this project could bring. Metro has not clearly and concisely provided several concerns to date. Please consider working with us to stress how the community feels about the new Draft EIR.

### **Seismic Risks and Vulnerability**

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

### **Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials

used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) do not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### **Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

### **Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

### **Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

### **Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for exploring alternative routes that do not endanger our century-old homes and ensure the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square, or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures to safeguard our neighborhood if the project proceeds. With thoughtful consideration, we believe a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

A large black rectangular redaction box covering the signature area.

[REDACTED]  
**Sent:** Friday, September 20, 2024 4:31 PM

**To:** Councilmember.Yaroslavsky@lacity.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; councilmember.Krekorian@lacity.org; firstdistrict@bos.lacounty.gov; info@mincla.org; kathryn@bos.lacounty.gov; Crenshaw North <CrenshawNorth@metro.net>; suki.gershenhorn@lacity.org  
**Cc:** Garfield Smith <garfielddsmith@yahoo.com>  
**Subject:** Yes to K Line — NO to Tunneling Beneath Wellington Square, Lafayette Square, and Victoria Park

August 14, 2024

To Whom It May Concern,

As residents of Wellington Square, we are actively involved in the Wellington Square Improvement Association and are dedicated to enhancing the quality of life in Wellington Square, Lafayette Square, and Victoria Park.

As Black Angelenos, we are also dedicated to preserving neighborhoods with a rich — and unparalleled — history of Black culture in this city. We object to tunneling under these historic neighborhoods and view the Metro K Line effort as yet another situation that hearkens back to the destruction of historic Sugar Hill decades ago.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

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Sincerely,

A solid black rectangular redaction box covering the signature area.

[REDACTED]  
**Sent:** Friday, September 20, 2024 4:50 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org  
**Subject:** KLINE Northern Expansion - thru LaFayette Square, Wellington Square - DEIR

September 20, 2024

To Whom It May Concern,  
Hello,

My name is [REDACTED]. I have lived in LaFayette Square since 1998. I raised my children here. Our plan was and still remains, when we first made the decision to live and invest here, in this HPOZ, Historically Black Neighborhood, is to build generational wealth for our family.

This has all now been threatened with the change in the pathway of the Kline Northern Expansion.

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Thank you for your time and effort.

Sincerely,



[REDACTED]  
**Sent:** Friday, September 20, 2024 4:52 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org  
**Subject:** K Line Northern Extension DEIR, State Clearinghouse #2021040368

Dear LA Metro Board, et al

I am a resident of LaFayette Square. I have lived here since 1998. I have raised my family here. I grew up in Los Angeles and had many friends who lived in the square. I visited them frequently growing up in the 70's as a tween/teen. It was a dream to own a home here in this community where we would build generational wealth.

The plan to run the KLINE thru this community, under our 100 year old plus homes, shatters that dream and reality.

I am not opposed to LA Metro expanding public transportation. It is needed and welcomed. I am opposed to the drilling here. There are known water beds, oil and methane gases under our homes. It is UNKNOWN what happens once that is disturbed for any long term period. Only "guesstimates".

On September 4th, none of the 'experts' on site for the meeting could adequately address any of the questions pertaining to what long term effect the sound, movement, and drilling would have on the structure of these homes. Additionally, no one on site addressed the fact that our homes have lost value by the 'proposed plans' that have been in the works long before any of the residence of LaFayette Square were informed.

I am demanding as a tax paying resident of Los Angeles, Mid City, LaFayette Square the plan to run the KLINE Extension return to it's original route up Crenshaw to Wilshire where a site was built and continue North on Wilshire where digging has already begun.

Being difficult to make sharp left and right turns is not an acceptable reason to destroy an HPOZ, Historically Black Community. This is SUGARHILL and the ten repeating itself no matter how its presented, it's misleading. To say Acquisition and easement is only for under the homes and will not effect or present eminent domain is disingenuous to say the least.

I leave you with one more question - would you want the KLINE extension to run a subway under a home you and your family own? With so many unknowns

Please be honest.

Sincerely,



[REDACTED]  
**Sent:** Friday, September 20, 2024 4:56 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** K Line Northern Extension DEIR, State Clearinghouse #2021040368

September 18th, 2024

To Whom It May Concern,

I am a lifelong Angelino, parent, small business owner, and property owner. My family and I own more than one property that will be, and has been, affected by the construction of LA's Metro system. **I have never opposed any part of this challenging process until now.** I am writing in strong opposition to Metro's sudden plans to tunnel directly under the historically preserved neighborhoods - Lafayette Square and Wellington square. Metro has offered no alternatives to this tunneling for any of the proposed routes. This plan will not expedite the K-Line Extension. This plan is unacceptable for many reasons, not limited to the ones I point out below.

As I mentioned, I own multiple properties impacted by this extension. The property I own in Lafayette Square was the **only property** where I did not receive any notification of the proposal, or public scoping meetings in 2021. **A fact that is very hard for me to ignore.** My other properties where I did receive a flyer are within a block or 2 of an existing train line, or they are properties that would benefit from the "newly proposed" Mid Town Crossing stop. The tiny, misleading map on the flyers showed the line running North up Crenshaw and turning Left at Venice\*. This coupled with **no notice** at my Lafayette Square property led me to believe my neighbors and I would not be affected by the proposal. That the tunneling would be under Crenshaw and Venice- major right of way streets. Close and disruptive, to be sure, but not damaging.

Virtually, all my neighbors thought the same thing. We, as a community, would not have thought to go on Metro's website and open the recently released draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

**Metro did not meet its requirements to contact Lafayette Square HPOZ before moving forward with the draft EIR.** Metro did not contact Lafayette Square HPOZ during the comment period in 2021. Metro did not contact the Los Angeles Cultural Heritage Commission before moving forward with the draft EIR.

**This raises significant procedural concerns that must be addressed.**

We are deeply concerned about the lack of transparency and meaningful consultation with our communities, particularly the **intentional exclusion** of Lafayette Square from its decision-making process. We ask for the same consideration that would be (and has been) offered to other residential communities and HPOZ areas, such as **HANCOCK PARK**, Beverly Hills, Windsor Square or Beverly Crest.

## **Los Angeles Metro should strive for Equity.**

The Lafayette Square community is tight knit, diverse, and largely African American. Many homeowners have put everything they have into purchasing, restoring, and maintaining these properties, hoping to create generational wealth for their families. One of the impacts of this project would be to de-value the properties. Selling a property would not be a solution, as the full-disclosure laws in real estate require that prospective buyers be informed of the Metro project. This will make it harder to sell and will certainly impact the value of our homes. Metro is forcing Lafayette Square (and Wellington Square) to subsidize the train, using the equity they have in their homes to pay for “cheaper” routes. **The disrespect shown to the residents of these historic communities reeks of racism on the part of LA Metro. This was made abundantly clear by the attendees of the Sept 4<sup>th</sup> meeting. And these communities will continue make this this fact widely known.**

Despite claims that the project is still in its draft stage, there appears to be a dismissal of more feasible options that would avoid tunneling beneath our neighborhoods. We request that Metro conducts a thorough re-evaluation of all possible alternatives, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**We call for Thorough Environmental Scrutiny AND Re-Evaluation of Alternatives. Metro has offered no preservation alternative.**

If expediting the train is what Metro wants, then:

-Take it up Crenshaw and make the station on Wilshire- WHERE METRO ALREADY OWNS THE LAND. CONNECT THE TRAINS AS PLANNED! **West Hollywood still gets what they want.**

Some alternatives heard at the meetings:

-Start a turn West at the Adams/ Crenshaw stop and take it under the 10 and take it North up La Brea. Make a stop at Venice and La Brea instead of Midtown crossing. This is still at the edge of Midtown crossing. Close enough. **Midtown Shopping Center Associates still get what they want. West Hollywood still gets what they want.** This is something that needs to be pursued. As anyone who commutes on the 10 every day knows, La Brea is where the most traffic is getting on and off near this area.

-Take it up Crenshaw and make a turn at Pico. Pico is also more traveled. **West Hollywood still gets what they want. Midtown Shopping Center Associates can still develop their mall.**

## **Call for Thorough Environmental Scrutiny AND Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures, especially in sensitive areas like ours. Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the outdated materials used in their



construction. **These structures are all built before the current (or even modern) earthquake standards were in place.** Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues.

The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, *there is no discussion, no dialogue or studies on its impact to our residents and our historic neighborhoods.* **The Metro staff at all the public meetings were not able to tell the people that the neighborhoods they intend to drill under will be indemnified during and after tunneling. This is a big problem. Private property insurance will not cover any of the damage Metro causes.** Which is again, why drilling should be focused under major right of way streets. Streets that the city will quickly fix if there is damage. Streets where property owners have the option to build from the ground up if their property sustains damage. Or the choice to build new, larger mixed-use buildings along these commuter corridors if they so choose. To help to urbanize Los Angeles. As I understand it, this is part of Metro's goal. If our historic homes are damaged, we cannot build from the ground up, we must restore. I am focusing on owners solely here, only because the Draft EIR did lay out some protections for renters, albeit not nearly enough. But none for property owners.

**We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension** that threatens our historic neighborhoods. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. AGAIN, we ask for the same consideration that would be (and has been) offered to other residential communities and HPOZ areas, such as **Hancock Park**, Beverly Hills, Windsor Square or Beverly Crest. **We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES.** **We request a detailed explanation of the evaluation process for alternative routes.** **We would also like Metro to provide all records relating to the safety issues that caused the shutdown of the Purple (D) Line Extension.**

This current proposed alignment travelling under Wellington Square and Lafayette Square will not expedite the K- Line Extension. Our community is not going away, and we will take all necessary steps to protect our neighbors and neighborhoods.

Thank you for taking the time to read this.

Sincerely,



**NOTES:**

\*Metro staff attempted to address this misleading graphic at the Sept 4th meeting by acting as if this image was never sent out, and then changing the response to “that's not how trains work, they wouldn't make an angled turn”. Outrageous.

-A quick note about the public hearings. Judging by the meeting held at the Nate Holden Performing Arts Center on September 4th, 2024, the virtual meetings held during Covid should be discounted heavily. The 3 meetings held in 2021 had somewhere around 420 attendees. There were close to that many people at the September 4th meeting alone. AND many of the households immediately West of Lafayette Square and Wellington Square did not know about the meetings. One meeting after the Draft EIR was released for these communities is not enough. Only a small fraction of the attendees was able to ask questions and to get on record. And the Metro staff did not do a good job at answering the questions the community had. In fact, they were obviously dodging many of the questions.

[REDACTED]  
**Sent:** Friday, September 20, 2024 5:00 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org; Erik Flexner Flexner <flexterra@gmail.com>

**Subject:** PLEASE reroute the Metro K Line and SAVE Lafayette Square!!!

To Whom It May Concern,

My name is Jenna Flexner and I am a realtor in Mid City. I have lived for 18 years in Lafayette Square, Mid-City Los Angeles. I have 4 kids and a husband and a little dog. We are longtime community members. I am deeply troubled by the re routing of the Metro K Line under my home of 18 years.

As a long time veteran of home sales in the area, I am intimately aware of the issues facing historic homes in Mid City, LA.

I recently received a certified letter stating that a subway line has been proposed directly under our home. Our home is a 101 year old Mills Act treasure that has stood the test of time. However the routing of the Metro K Line could destroy my home through rattling, vibrations, digging, sink holes, and countless other dangers.

We have spent 18 years here, rebuilding the community since the Rodney King riots destroyed large sections of our area and sent many wonderful people running from LA. We are now a model community with VERY CLOSE CONNECTIONS because we work together to REBUILD this community EVERY day.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors.

While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

### 1. Reduction in Home Values

AS A VETERAN REALTOR here in Lafayette Square, I can tell you from vast experience that regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively ABSOLUTELY impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

### 2. Structural Damage from Vibration and Soil Settlement

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used

in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### 3. Inadequate Community Consultation and Procedural Concerns

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

### 4. Seismic Risks and Vulnerability

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

### 5. Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

### 6. Our Request

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the

preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances

Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,



*OWNERS of a treasured home slated to be STRUCTURALLY IMPACTED TERRIBLY by the K Line directly under our house at 1753 Virginia Rd. Los Angeles, CA 90019*

[REDACTED]  
**Sent:** Friday, September 20, 2024 5:14 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org  
**Subject:** K line northern expansion

To Whom It May Concern,

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

### **Seismic Risks and Vulnerability**

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

### **Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### **Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

### **Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

### **Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

### **Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,



[REDACTED]  
**Sent:** Friday, September 20, 2024 5:28 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org

**Cc:** Chris Petersen (Christopher.Petersen.2008@lawmail.usc.edu) <christopher.petersen.2008@lawmail.usc.edu>

**Subject:** Please do not put Metro tunnel directly under our historic house and neighborhood!

September 19, 2024

To Whom It May Concern,

We are Aleka, Chris and Lilou Petersen, residents of Wellington Square at 1945 Wellington Road. We are a young family, Lilou being a 1st grader at an LAUSD school. We are proud home owners of this historic and diverse community in the heart of Los Angeles.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under our house, in the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

### **Seismic Risks and Vulnerability**

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.



### **Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### **Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

### **Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

### **Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

### **Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,



Initially Proposed Pathway:



Recent notice in the mail:



[REDACTED]  
**Sent:** Friday, September 20, 2024 6:49 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public comment for K Line Northern Extension Project

To the Metro Board:

I attended the K Line North Extension Community meeting on 9/4. This was my first public community meeting that I was able to attend for the Metro K Line. I am a resident of Lafayette Square and somewhat new to the area, having purchased our home in early 2023. Since moving to this neighborhood, I have been impressed by this community and its members for many reasons. I was again impressed by this community at the K Line meeting. Attendees were very passionate about their neighborhood and community and that was demonstrated in both in the number of people who attended and the noise that was made during commentary. I was also impressed by your community liaisons that were at the meeting and by how they handled the more passionate responses of the crowd.

My main takeaway from that meeting is how much is unknown about what kind of damage to the neighborhood drilling directly underneath would cause. There were specialists present that were there to explain technical aspects and assure the homeowners and community members that the drilling would have no impact on the homes above, but clearly nobody in the room believed that this was true. If this was the case, and there truly would be no impact to the homes above, I believe that the community would be much more open to the proposition. For the most part, residents are very supportive of the K Line. There is a concern about losing access to the Ralphs that is one of the few large supermarkets in the immediate area due to the construction of the station, but I would say that concern is secondary to the idea of the structural integrity of our homes being compromised, the reduction in market value, and the overall degradation of an important and unique historic neighborhood.

There are many reasons to reconsider the path of the K Line underneath Lafayette Square specific to the EIR, as the report does not detail anything about the ground between the stops including methane, oil deposits and soil conditions that cause many of our basements to weep during rainy periods. At a minimum, that research should be done prior to approval of any route. We have seen the damage this drilling has done in other areas of our city, most recently in the Saban Theatre lawsuit for damage that has been caused by the subway (including cracks and sinking). We are well aware that the Saban Theatre was also assured that the tunneling process would not impact their building. There are several public thoroughfares and more modern buildings (whose foundations have been built under modern building codes) that surround the square. As such, we are asking that these areas be explored as alternatives to going directly under the Square. Venice Boulevard once accommodated a main Los Angeles streetcar line and could certainly better withstand under-street drilling than the land under our homes.

I believe that alternative route exploration would greatly benefit the community, the homeowners, and Metro. The current plan to route the line under this historic neighborhood will face a great deal of pushback at every step of the process, and regrettably for all stakeholders, a significant cost in repairing damaged historical properties that are the pride of our community.

Thank you for your consideration,



Hello Metro Board:

FYI - Thank you for giving me the opportunity to share with you my thought on the matter.

Sincerely,

[REDACTED]

Begin forwarded message:

[REDACTED]

**Subject: K Line Northern Extension DEIR, State Clearinghouse #2021040368**

**Date:** September 20, 2024 at 9:10:41 AM PDT

**To:** [klinenorth@metro.net](mailto:klinenorth@metro.net)

**Cc:** Mitzi Mogul <[mogulink@gmail.com](mailto:mogulink@gmail.com)>, Carl Dumont <[carldumont89@gmail.com](mailto:carldumont89@gmail.com)>

K Line Northern Extension DEIR, State Clearinghouse #2021040368

The La Fayette Square community is largely African-American, and been historically so since the 1940's. Many homeowners have put everything they have into purchasing, restoring, and maintaining these properties, hoping to create generational wealth for their families. One of the impacts of this project would be to de-value the properties. Selling a property would not be a solution, as the full-disclosure laws in real estate require that prospective buyers be informed of the project. This will make it harder to sell, and will certainly impact the price/value. This flies in the face of the efforts of society to make up for past effects of racism. Indeed, the disrespect shown to the residents of LFS smacks of racism on the part of LAMetro. Just as the area known as Sugar Hill was decimated, LFS is now being targeted. Homes that were important architecturally, historically, and culturally were summarily demolished. These were the homes of Black individuals, significant both locally and nationally. The area was at the center of the fight against restrictive covenants and the rights of African Americans to buy property and live where they wanted (*Shelley v. Kraemer*, 1948). 15 years after residents won the right to remain in their homes, CalTrans seized much of the neighborhood through eminent domain, and demolished it for construction of the 10 freeway. There are many other examples of local government agencies/entities discriminating against populations of color in the Central and Southern sections of Los Angeles. Metro is now repeating that offensive history.

The three named/described Alignment Alternatives are misleading and deceptive. All three are described thus: "This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard, with a connection to the future Metro D Line Wilshire/Fairfax Station." No mention is made of the route going directly underneath a historic, single-family residential district. The name LFS has been deliberately omitted from any description of the route. The maps are tiny, difficult to read, and it is only by magnification that the route can be seen to turn left (northwest) between Washington and Venice Boulevards.

Emphasis is placed on the goals of Metro with regard to constructing this system, but says little with regard to protection of existing communities. Even when occasionally stated that

protection and support local residents is a priority, there is no identification and/or analysis of who those local residents are. To reiterate: LFS and Wellington Square are the only single family neighborhoods directly affected by the Extension and they are also historic, minority communities.

The DEIR states that Metro is “required to reduce identified significant impacts to a less than significant level.” This includes Cultural Resources. The DEIR acknowledges that a search of the Los Angeles Historic Resources Inventory and of SurveyLA identified five HPOZ’s, of which La Fayette Square was one, but the HPOZ’s are never evaluated. The DEIR does not even mention LFS by name as a neighborhood until buried deep in the appendices. Almost all of the route maps do not identify the community by name. The DEIR identifies effects to businesses, but not to residential, or even more generally, to Cultural Resources.

Cultural and Paleontological Resources Technical Report, Appendix:  
Regarding Federal and State Regulations (Section 3.1.1 -3.1.2.2) as referred to in the DEIR: La Fayette Square is potentially eligible for inclusion on the National Register of Historic Places and the California Register of Historic Resources as a Historic District. Criteria A, B, and C all apply to the history and architecture of the community. CEQA also considers *potential* eligibility.

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The DEIR lists organizations that were *notified*; notified does not mean *consulted*. Several organizations were never even notified: notably La Fayette Square, United Neighborhoods Neighborhood Council (UNNC), the Art Deco Society of Los Angeles, Los Angeles Historic Theatre Foundation and the Los Angeles Cultural Heritage Commission. Hollywood Heritage Museum was notified, but not the organization Hollywood Heritage.

LFS was deliberately left out of the process and is now the “sacrificial lamb” for a project which could be done another way. Several homeowners received a letter from Metro informing them that their properties “may” be acquired for the project. It was the first communication that announced that a DEIR had been issued. The DEIR was released to the public on July 23; the letters are dated July 25. The earliest they could have been received would have been on the next Saturday, but possibly not delivered until the following Monday. That means that a week had passed before anyone even knew of the existence of a DEIR. That is not timely notification.

In the Alternatives Appendix, the description of the “alignments” is evasive and disingenuous, because simply calling it the “Crenshaw Northern Extension” and eliminating any mention of LFS is intellectually dishonest and perpetrates a deception on the public in general and LFS residents in particular. It may meet the letter of the law, but it clearly violates the spirit in which public agencies are supposed to operate.

Page 4-7 (Alternatives) states the phrase “...potential conflicts with the HPOZ...” What HPOZ? There is only one, but it is not mentioned by name in a discussion of at-grade light rail. Why? Page 4-10 (Alternatives) continues the discussion of the alignment between Crenshaw/Adams to Midtown Crossing and continues the dishonesty. Mention is made that the difference between the “Base Alignment” and the “design option” is that the latter would tunnel under fewer residential properties (again no mention that those properties are historic), but that it would cost \$180 million more than the “Base Alignment...with no substantial benefit.” But there is no analysis of the benefit to the project (aside from cost) weighed against the benefit/harm to the historic community and to individual investments.

The DEIR lists six Project Goals. Goal #4 states, “...to minimize Environmental Impacts to displacement of residents, businesses, and existing communities.” Tunneling directly under LFS does not minimize impacts, it creates them. There are alternatives to this section of the route, irrespective of cost.

This issue facing LFS is the loss of properties within a certified HPOZ, the construction impacts on historic properties, the lack of notice to or consultation with residents, and the fact that LFS (and to some degree Wellington Square to the south and historically linked) is the only single-family residential district in the entire project that is directly impacted. This could be cured by altering the route so that it sticks to the public rights-of-way, as it does throughout the rest of the proposed Alignments. The argument that it will “save” money is a specious one. The budget will be proposed and funding sought for whatever the project requires. There is not a set budget in advance to which the project must conform. Indeed, funding has yet to be determined.

Section 4.3.4 states that, “The design option alignment would tunnel under fewer residential properties than the Base Alignment; however, it would cost approximately \$180 million more than the Base Alignment with no substantial benefit. For this reason, the design option alignment between the Crenshaw/Adams and Midtown Crossing Stations was removed from further consideration and the Base Alignment was assumed in the Draft EIR.

The use of the word “Alternatives” is a red herring. What the DEIR calls “Alignment Alternatives” are actually presented as a fait accompli. They should be more accurately called Planned Routes.” There are no true alternatives presented. An alternative is something different—a substitute or replacement. In fact, there are several alternatives: the route could continue north on Crenshaw and turn left at Venice or Pico, or more properly, Wilshire Boulevard, where it could connect with the Wilshire Line, already under construction. None of these true alternatives are explored and the only “explanation” given for tunneling under a historic district is a monetary one, which is not part of the discussion in a DEIR. The purpose of the DEIR is to identify and analyze the impacts of a project. This DEIR does not do that. In fact, it doesn’t even offer an argument as to whether/why doing a project that costs less is better (or worse) than impacting private, historic homes. The DEIR should properly offer other possibilities to the proposed routes. Regardless of cost. It is not true that without tunneling beneath La Fayette Square the project could not be achieved.

The DEIR states, “Due to the primarily underground nature of the Project, the built environment survey focused on proposed station locations, TBM launch and retrieval sites, and construction staging areas with aboveground Project elements.” In other words, the DEIR is saying that only the station parcels were considered with regard to Cultural Resources; impacts to historic, cultural, or archeological resources along the proposed routes were not surveyed, identified, analyzed or in any way studied for the DEIR—as though actual construction along the routes would have no impact.

The DEIR raises the issue of fossils that have been found very close to the Mid Town Crossing site and states that, “the footprint of that proposed station straddles the historic bed of Ballona Creek, near which all these localities lie.”

Following this theme, there is no mention or analysis of the water that runs directly under LFS which is either a tributary of Ballona Creek, perhaps part of another body of water, or even its own body of water. Those who live in LFS know that there is a very high water table at certain points. It does not run in a straight line. The existence of water and its effects are obvious to residents. Metro made no effort to research this. Had there been a consultation with LFS, Metro would have been given this information. Water will always find an outlet. If tunneling creates a barrier, or dam, to the water, it will cause the water to change course, potentially and probably causing damage to nearby properties. The effects of this course change may not be seen for many years, but the effects will be cumulative and most certainly caused by Metro’s construction.

One of the stated Policies relating to the Project are: “To mitigate displacement, leverage government resources (including land) to preserve the social, cultural, and economic diversity of the City.” The reality of the route is in direct contradiction to this stated goal. Again, no mention is made of LFS, no notification or consultation was done to inform the community, and no analysis has been performed to study the potential impacts.

#### COMMUNITIES, POPULATION, AND HOUSING TECHNICAL REPORT, APPENDIX CHAPTER 3 REGULATORY FRAMEWORK

Of the many goals and policies and community plans laid out in this section, not one of them mention protection of historic properties or communities, not once is LFS mentioned.

Emphasis is placed solely on low income residents.

Emphasis is placed on the goals of Metro with regard to constructing this system, but says little with regard to protection of existing communities. Even when occasionally stated that protection and support local residents is a priority, there is no identification and/or analysis of who those local residents are. To reiterate: LFS and Wellington Square are the only single family neighborhoods directly affected by the Extension and they are also historic, minority communities.

#### CHAPTER 4 METHODOLOGY AND SIGNIFICANCE THRESHOLDS

“This assessment is to evaluate the Project against thresholds of significance as the basis for determining the level of impacts related to communities, population, and housing.” Again, this brief Section only looks at conditions centered near stations, but does not look at construction conditions and their effect .



#### 4.1.1.1 INTERESTED PARTY CONSULTATION

The DEIR states, “Metro will seek information, as appropriate, from individuals and organizations likely to have knowledge of or concerns about cultural resources in the vicinity of the Project.” While this is an admirable goal, Metro did not deliver on the promise. It failed to notify or consult with LFS or Wellington Square. It did not consult West Adams Heritage Association. It did not notify or consult with United Neighborhoods Neighborhood Council. It did not notify or consult with the Art Deco Society of Los Angeles. It did not notify or consult with the Cultural Heritage Commission. In fact, it appears that Metro failed to notify a number of stakeholders and did not actually consult with any of the entities on its own list.

#### 4.1.1.3 FIELD SURVEY—BUILT ENVIRONMENT RESOURCES

“Due to the primarily underground nature of the Project, the built environment survey focused on proposed station locations, TBM launch and retrieval sites, and construction staging areas with aboveground Project elements.” In other words, the DEIR is saying that only the station parcels were considered with regard to Cultural Resources; impacts to historic, cultural, or archeological resources along the proposed routes were not surveyed, identified, analyzed or in any way studied for the DEIR—as though actual construction along the routes would have no impact.

FIGURE 5-2. EXISTING HOUSEHOLDS WITHIN STATION RESOURCE STUDY AREAS (2021): The chart shown states that there are 20-40 homes in the affected area of the tunneling. But this is an illusory percentage. What goes unacknowledged is that these homes are part of a broader historic district, that some are designated Historic Cultural Monuments, and that often the loss of even one historic component of a historic district can upset the balance of the required percentage to qualify as a historic district.

#### 5.1.3.2 NEIGHBORHOODS AND COMMUNITIES WITHIN THE VICINITY OF THE PROJECT

This is the only section within the Technical Report that mentions La Fayette Square, and then only in reference to its location in Mid-City. It is stated that, “The RSA (Research Study Area) traverses the La Fayette Square Tract within Mid-City.” There is no further mention of its status as an HPOZ. There is no mention of Metro’s stated intention (via U.S. Mail Service) to acquire, either temporarily or permanently, a number of homes in La Fayette Square. There is no description, explanation, or analysis of La Fayette Square. There is no application of National Register or California Register criteria. Even though LFS is not officially on either Registers, even a cursory analysis by a qualified Historic Preservation Consultant would conclude that it is potentially eligible for both. For purposes of CEQA, potentially eligible is treated the same as listed.

In the above-mentioned section, the one-sentence devoted to the history of La Fayette Square states, “The Crenshaw Security Company subdivided La Fayette Square, originally part of the Rancho Las Ciénegas in 1913...” That date is incorrect. While it may not seem like an important reference, it is an indication of the sloppy nature of the entire document. Actually, La Fayette Square officially opened on September 22, 1912.

The potential damage to the historic landscape of LFS should also be studied. The alternating pattern of Canary Island Palms and Cypress trees were planted by the Crenshaw Company in 1912 and are part of the HPOZ designation.

In addition to the foregoing, the West Boulevard Bridge (HCM #1023) is not identified although the tunneling will be either directly under or immediately adjacent to it (it's hard to tell from the poorly detailed maps presented in the DEIR). Is this because the Bridge has no constituency to defend it? Its history is inextricably linked to that of LFS.

This project should stick to less controversial commercial corridors, as does the rest of the proposed routes: Venice, Pico, or Wilshire. Pico was considered in an earlier iteration of the project, and it is unclear why it was rejected.

LFS is the **only** single-family neighborhood that is directly impacted by construction. It is also a historic district and contains many individually designated Historic Cultural Monuments.

We're requesting LA Metro to reroute the K Line so that it does not run under Historic Black Neighborhoods, which could cause irreversible damages. Preserve History!!!!

[REDACTED]  
**Sent:** Friday, September 20, 2024 11:51 PM

**To:** Crenshaw North <CrenshawNorth@metro.net>

**Cc:** mogulink@gmail.com; Board Clerk <BoardClerk@metro.net>; Sandra jackson-dumont <sandra.jacksondumont@gmail.com>

**Subject:** K Line Northern Extension DEIR, State Clearinghouse #2021040368

K Line Northern Extension DEIR, State Clearinghouse #2021040368

The La Fayette Square community is largely African-American, and been historically so since the 1940's. Many homeowners have put everything they have into purchasing, restoring, and maintaining these properties, hoping to create generational wealth for their families. One of the impacts of this project would be to de-value the properties. Selling a property would not be a solution, as the full-disclosure laws in real estate require that prospective buyers be informed of the project. This will make it harder to sell, and will certainly impact the price/value. This flies in the face of the efforts of society to make up for past effects of racism. Indeed, the disrespect shown to the residents of LFS smacks of racism on the part of LAMetro. Just as the area known as Sugar Hill was decimated, LFS is now being targeted. Homes that were important architecturally, historically, and culturally were summarily demolished. These were the homes of Black individuals, significant both locally and nationally. The area was at the center of the fight against restrictive covenants and the rights of African Americans to buy property and live where they wanted (Shelley v. Kraemer, 1948). 15 years after residents won the right to remain in their homes, CalTrans seized much of the neighborhood through eminent domain, and demolished it for construction of the 10 freeway. There are many other examples of local government agencies/entities discriminating against populations of color in the Central and Southern sections of Los Angeles. Metro is now repeating that offensive history.

The three named/described Alignment Alternatives are misleading and deceptive. All three are described thus: "This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard, with a connection to the future Metro D Line Wilshire/Fairfax Station." No mention is made of the route going directly underneath a historic, single-family residential district. The name LFS has been deliberately omitted from any description of the route. The maps are tiny, difficult to read, and it is only by magnification that the route can be seen to turn left (northwest) between Washington and Venice Boulevards.

Emphasis is placed on the goals of Metro with regard to constructing this system, but says little with regard to protection of existing communities. Even when occasionally stated that protection and support local residents is a priority, there is no identification and/or analysis of who those local residents are. To reiterate: LFS and Wellington Square are the only single family neighborhoods directly affected by the Extension and they are also historic, minority communities.

The DEIR states that Metro is "required to reduce identified significant impacts to a less than significant level." This includes Cultural Resources. The DEIR acknowledges that a search of the Los Angeles Historic Resources Inventory and of SurveyLA identified five HPOZ's, of which La Fayette Square was one, but the HPOZ's are never evaluated. The DEIR does not even

mention LFS by name as a neighborhood until buried deep in the appendices. Almost all of the route maps do not identify the community by name. The DEIR identifies effects to businesses, but not to residential, or even more generally, to Cultural Resources.

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#### 5.1.3.2 NEIGHBORHOODS AND COMMUNITIES WITHIN THE VICINITY OF THE PROJECT

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[REDACTED]  
**Sent:** Sunday, September 22, 2024 7:15 PM

**To:** Board Clerk <BoardClerk@metro.net>; Customer Relations <CustomerRelations@metro.net>

**Subject:** Fw:

My husband and I have been riding the A Line since it first opened as the Gold Line in Azusa. We went into LA to get senior Tap Cards and got student cards for our granddaughters. We rode it all the time - the girls loved it. Unfortunately, we'd never dream of letting the girls ride anymore.

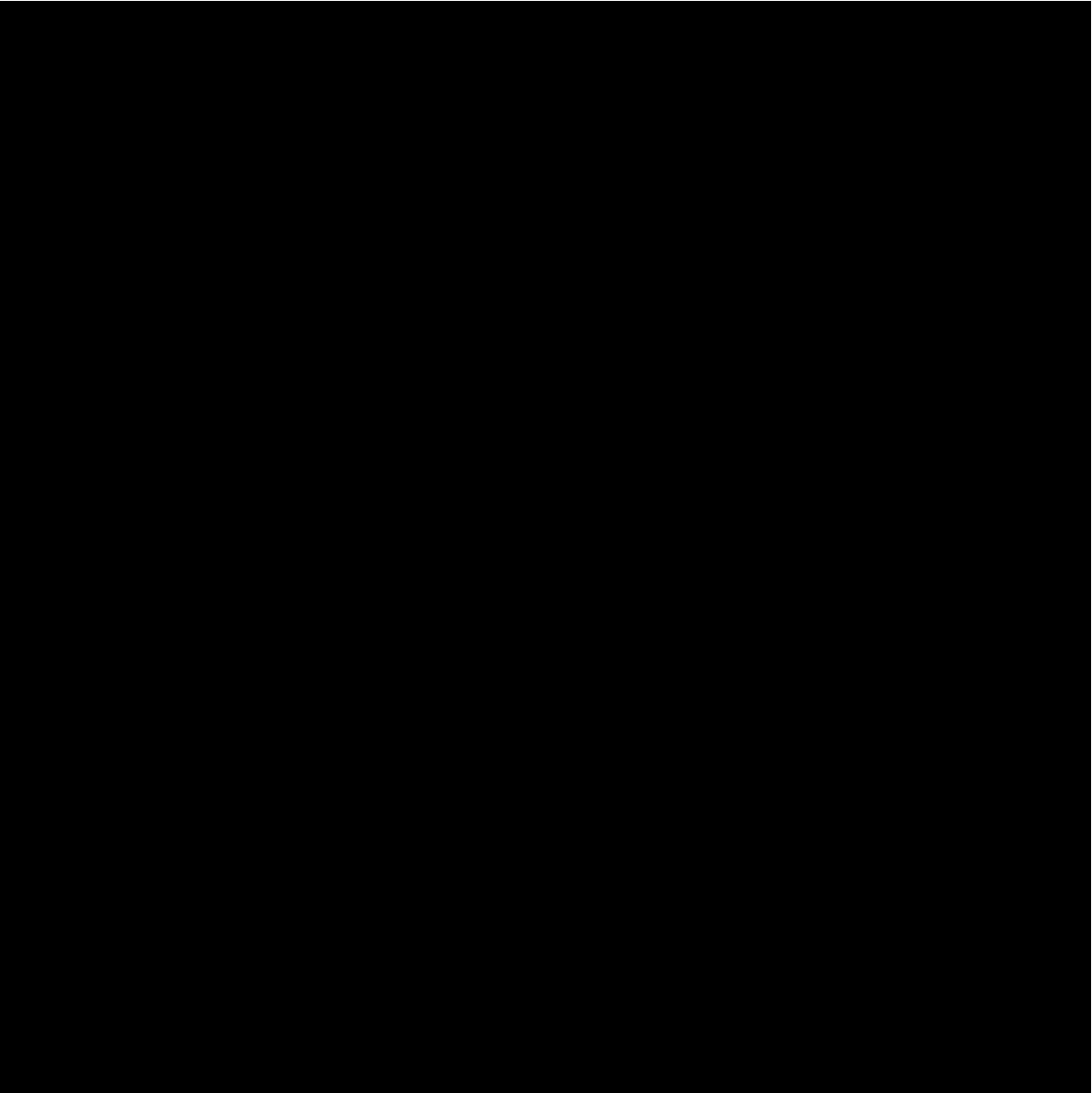
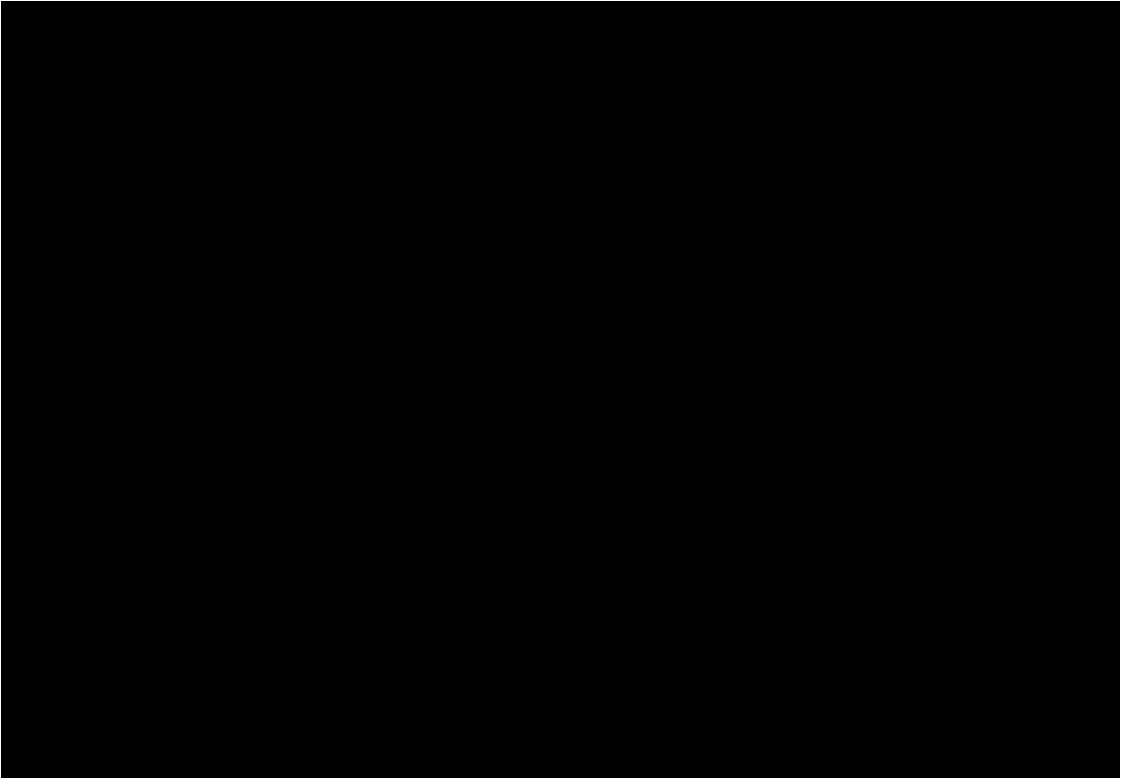
Recently we had guests from out of town ask if we could take the A Line into Los Angeles. We agreed to take them - a first and last time for them. We were able to avoid the "unhoused" going and coming home by moving numerous times throughout the train. As we were waiting to board at Union Station, we were quite startled by a gentleman screaming profanities as he pushed through the crowd. The two officers standing nearby did nothing.

My husband and I decided to try one more trip into Pasadena today, September 22nd.

It's always so gratifying when you see the number of cars on the 210 and you're whizzing by. We will probably be one of those cars on future trips. We have never had such a bad experience. As we were waiting to board at the Memorial Park station, there was a gentleman screaming as he walked back and forth on the platform. He was on the opposite side so we felt fairly safe - until he walked across to us. My husband (a retired LA County Sheriff's Deputy) had me stand behind him as he had pepper spray at the ready. I have never seen him do this. We were relieved when the train pulled up but boarding was difficult. There were so many sleeping "unhoused" that it was difficult to find a place to sit. One gentleman (under his red blanket) was using either matches or a lighter to light up. The smoke was coming through the blanket. Enough!!! There was absolutely no security presence at any of the stations from APU to Del Mar or on our return trip to APU. We did speak to two very nice attendants when we got off at APU station at 2:30. They were sympathetic but surely shouldn't be expected to handle the issues with these people.

We live in La Verne and were quite excited when we learned that the train would be coming to our city. That was before. None of our friends, family or neighbors will be riding if this continues. You shouldn't have to ride in fear. Perhaps money would be better spent protecting the routes we already have.

I'm sending a few photos I took today:





**Sent:** Tuesday, September 24, 2024 5:22 PM

**To:** Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; info <info@lalafco.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Board Clerk <BoardClerk@metro.net>; MHSOAC <MHSOAC@mhsoac.ca.gov>

**Subject:** Public Comment - All Agencies and Boards

<https://easyreadernews.com/letters-to-the-editor-9-26-24/>

**More to do**

**Dear ER:**

I want to thank everyone who has sent comments, posted comments, and showed up at the Planning Commission in support of [StopBCHD.com](https://stopbchd.com). Last week the Planning Commission recommended to the City Council that most all public land, including BCHD, be limited to a Floor Area Ratio of 0.5. That means that BCHDs 400,000+ sq.ft. land area (around 10 acres) can accommodate roughly 200,000 sq.ft. of total redevelopment — a roughly one third downsizing from the current buildings. BCHD was planning for an Floor Area Ratio of 1.95 for its 793,000 sq.ft.,, towering over the neighborhood.

We'll be asking for support at the City Council next month. We had several rockstar speakers at the Planning Commission on our behalf tonight, all with facts at their fingertips and very good, logical arguments. BCHD CEO Tom Bakaly finally showed up for a Planning Commission meeting, as it appears word got back to BCHD that their lawyers did a lousy job at the previous two Planning Meeting. Bakaly made veiled threats to sue the City, so we'll see if that's how BCHD wants to play it. Fantastic job, everyone. But the work is not over until the council votes.

Mark Nelson

[StopBCHD.com](https://stopbchd.com)

Redondo Beach

**Health of the draw**

**Dear ER:**

Beach Cities Health District is currently pushing a \$30 million bond for their Healthy Living Campus. It consists of \$9 million to increase the building size, create a budget for allcove Beach Cities (serving outside residents) and \$21 million for demolition of the 514 N Prospect Hospital.

BCHD's proposed healthy living campus is great, with the exception that they cannot afford what they are proposing so they want you to pay for it. They have dreamt up a bunch of so called "needed services" and forcefully asserted themselves at community and school events so they can get community by in. However, nothing will change the fact that this construction will provide years of air pollution to four local schools, students, residents, and the elderly in the immediate area. Schools impacted by the years of construction will be Towers, Beryl Elementary School, Parras and Redondo Union High. BCHD boasts a recent Gallup poll comparing health in the Beach Cities to inner cities' health but it is not cut and dry. Our affluence, access to healthcare, over all income and education are the reasons why this community is healthy. Most people in the beach cities have never encountered a BCHD service

so to tout that BCHD is the reason for a healthy community is incredibly misleading to our community.

Candace Allen Nafissi Redondo Beach

**From:** Mark Nelson (Home Gmail) <menelson@gmail.com>

**Sent:** Tuesday, September 24, 2024 9:47 PM

**To:** Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; info <info@lalafco.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Board Clerk <BoardClerk@metro.net>; MHSOAC <MHSOAC@mhsoac.ca.gov>

**Subject:** Public Comment - All Agencies and Boards - Fixing Confused BCHD Employees/Volunteers

The following Letters to the Editor describe the damages BCHD intends to inflict on surrounding neighborhoods with its commercial overdevelopment.

<https://easyreadernews.com/letters-to-the-editor-9-19-24/>

**Stop this**

**Dear ER:**

Letter writer Marie Puterbaugh, long term volunteer (employee?) for BCHD, wants to know what Stop BCHD is stopping. So here's the Top 10 list of BCHD activities to stop:

1. Stop BCHD's 80% to 95% non-resident services' Wealthy Living Campus. Force BCHD to focus on district taxpayers.
2. Stop BCHD's planned 793,000 square foot facility that will nearly triple the mostly commercial campus size in a residential neighborhood.
3. Stop BCHD from leasing 3 public acres for 95 years to a 100% private, for-profit developer.
4. Stop BCHD from allowing private developers to use our public land and then charge residents high, private rates for services.
5. Stop BCHD's planned 110-foot above Beryl and Flagler, out of scale and character development.
6. Stop BCHD's plan for an 100% privately owned, 80% District non-resident assisted living facility on public land.
7. Stop BCHD's development of a PACE facility (Program of All-Inclusive Care for the Elderly) for 400 enrollees, with only 17 predicted to be District residents according to the National PACE Association's statistics.
8. Stop BCHD's \$175M, 30-year obligation for allcove operations in return for a meager \$6.3M construction grant.
9. Stop BCHD's 74% wealthy, White city use of allcove when BCHD is obligated to service a 91% non-resident service area by contract.
10. Stop BCHD's \$2.4M per year annual spending on executive pay using public funding. Put that 15 cents of every BCHD dollar spent to resident services.

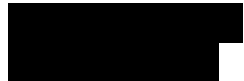


<https://easyreadernews.com/letters-to-the-editor-9-12-24/>

**Healthy outlook**

**Dear ER:**

This is why the South Bay was recognized as one of the top places to live for longevity (“[Gallup: Residents spend \\$182 million less on healthcare](#),” ER August 30, 2024). I am aware of the “Stop BCHD” group and I wonder what they want to stop BCHD from doing? Reducing chronic illnesses and healthcare costs? Providing much needed mental healthcare to teens and young adults? Fostering relationships to combat the epidemic of loneliness? Reducing the workload on teachers by teaching our children health and nutrition? Coordinating walking school buses to reduce morning traffic? Trying to add more greenspace and improve infrastructure locally? Step up and provide much needed services during a pandemic? Help families find resources for aging family members and/or health insurance? Support other organizations working to help the community? I have to wonder if those trying to “stop” BCHD are truly advocating for residents of Redondo or simply thinking about themselves.



[REDACTED]  
Sent: Wednesday, September 25, 2024 2:26 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: PUBLIC COMMENT

SEPTEMBER 26, 2024 10:00 AM METRO BOARD MEETING

BOARD OF DIRECTORS - REGULAR BOARD MEETING

GENERAL COMMENT:

I wanted to give comment today about an issue that deeply bothers me: the cost of public transit in LA. I've taken the time to participate in this purposefully convoluted process as a full-time employee because I strongly feel my interests are not represented.

I was born and raised in this city. I've been using the Metro for 10 years. From the beginning, it has never been a pleasant experience. Today, I am still forced to use your terrible service, and now you want to grab the money out of my hands as well.

I've never had an issue paying for the services I use. But with each day more using the Metro, I feel less and less inclined to give up my hard earned money to such an awful experience.

\$840 a year is the current amount it costs to take the metro twice a day, 5 times a week, for a year. That is equivalent to the cost of a new phone. You, the board of directors of the MTA, many of whom have salaries in the hundreds of thousands, are asking me and the rest of the poorest people in the city to pay for the equivalent of a new phone, every year, to use your service. I've had the same phone for the last 5 years. In 2024, when 2 weeks of groceries costs hundreds of dollars and every expense imaginable has skyrocketed, the MTA has decided to send cops and minimum wage workers to chase after fare hoppers.

Right now, you might be thinking, "the MTA is providing a service". A service which pales in comparison to the public transportation available in cities of the same size across the globe. The LA Metro is unreliable, filthy, loud, and poorly maintained. This year alone I've had to pay multiple times out of my own pocket to get home when the system failed, most recently during the heat wave a few weeks ago where temperatures reached over 100 degrees.

And before you jump to offer me "resources" for fare relief, know that the first thing I did was apply to the LIFE program AND Mobility wallet. Months later, I have still heard nothing from either program.

Everyone here today is familiar with the Metro budget breakdown. You and I know that this service is not running off of passenger fares, which for most years before 2023 only made up a single percentage point of the MTA's multi-billion dollar budget. When COVID was at its height, MTA did not charge passenger fees. Did the system collapse? Did it shut down? No, it didn't. To me, this begs the question, if it isn't about the money, what is the reason for all this?

I don't care about homeless people on the Metro because I know that more cops in the station aren't going to fix the problem. But for some reason, that seems to be the main issue the MTA

cares about. You would rather make the experience worse for everyone, just so the homeless will be more discouraged to use it. The cops do nothing but make people uncomfortable and loaf around in packs on my dime, because I'm sure their salaries are being paid with my taxes, which I've diligently filed since I was 16 with my first job. The Metro Ambassadors are paid minimum wage to stand around, have no information, or chase after \$1.75 fare. And so, everyone has to suffer, because you and the tourists don't want to look at things that make you uncomfortable.

I highly doubt that any of you are dependent on the Metro Bus or Rail on a daily basis. If you were, you too would balk at paying for such a service.

To those of you who are politicians on this board, know that no amount of pandering will influence me to vote based on party, gender, race, or sexuality. I vote based on if you represent the issues that matter to me. If you should you ever need my vote, know that you absolutely DO NOT have it.

In conclusion, I strongly believe the MTA should be free of charge.  
Thank you for your time.







September 25, 2024

Chair Janice Hahn and Board Members  
Los Angeles County Metropolitan Transit Authority  
One Gateway Plaza, 3rd Floor, Metro Board Room  
Los Angeles, CA 90012

**RE: General Comments on Item 26 – Zero-Emission Transit Capital Program and the Operations Committee’s Zero-Emission Bus (ZEB) Program Update**

Dear Chair Hahn and Members of the Board:

On behalf of the Los Angeles County Electric Truck and Bus Coalition (LACETBC), we appreciate the opportunity to submit these comments. We are committed to achieving zero emission electric bus and truck adoption with robust workforce standards so our communities can breathe clean air and enjoy family-sustaining, high-wage careers.

**Metro Must Stay the Course on a 100% ZEB Fleet by 2030**

The transition to ZEBs has never been more important. The South Coast Air District and the Air Resources Board (ARB) determined that we need to eliminate combustion technologies in every place possible to meet federal and state air quality standards. The South Coast Basin has surpassed the federal smog standard nearly every day this summer, and recently, failed to attain the 1997 8-hour ozone national ambient air quality standards by its “extreme” attainment date of June 15th 2024.<sup>12</sup> Moreover, the electric bus transition – if done correctly with proper standards – is an important way to expand good jobs for Angelenos in LA County. **We ask that the Board continue to stand strong by its promise to transition Metro’s fleet by 2030 and that Metro’s milestone schedule adheres to that.**

We continue to be dismayed that Metro continues to kick the can down the road, despite the fact that the Board has provided explicit direction to deliver a 100% ZEB fleet by 2030. For example, while the Report acknowledges that the Board at its April 2024 meeting “reaffirmed its

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<sup>1</sup> See California Air Resources Board, “[South Coast Air Basin AQMIS Ozone](#),” September 2024.

<sup>2</sup> Environmental Protection Agency, Finding of Failure To Attain the 1997 8-Hour Ozone Standards; California; Los Angeles-South Coast Air Basin, *available at* <https://www.federalregister.gov/documents/2024/08/15/2024-17573/finding-of-failure-to-attain-the-1997-8-hour-ozone-standards-california-los-angeles-south-coast-air>

commitment to transitioning Metro’s bus fleet to zero-emission by 2030,” the Report lays out a milestone schedule that fails to achieve this goal.

It is disappointing to learn that by 2028 – more than a decade since the Board adopted the 2030 goal at its July 2017 meeting – three Divisions would be electrified and roughly 12% of Metro’s fleet would be ZEBs. This means LA would have roughly 256 buses when we are on the global stage with the Olympics. In contrast, Paris, which hosted this summer’s Olympics, has 2,360 electric buses in the region. This is embarrassing.

We are perplexed at the lack of progress Metro has made since the Board adopted the 2030 ZEB goal over 7 years ago. According to the Report, Metro states that it “anticipates that by 2030, Metro’s bus fleet will surpass 30% zero emissions.” This means that Metro would have roughly 647 ZEBs, and be significantly short of its proposal to ARB last year to purchase through 2028 more than 1,000 ZEBs in its Final Rollout plan. Metro is not on track to achieve even half of its goal by 2030.

Finally, at the Operations Committee meeting, Metro asserted that the motion adopted in April provided for delaying the 100% ZEB milestone by 2035. However, this ignores that as part of its April meeting, the Board stated that “accepting a 2035 goal is premature at this time” and that “Metro should do everything in its power to strive for a 100% ZEB fleet by 2030.”

### **Regional Zero Emission Bus Procurement Policy**

Regional procurement can help build the economies of scale needed to strengthen ZEB manufacturing and the supply chain. We are supportive, as we have an opportunity to position LA County and Southern California as the ZEB manufacturing hub for the rest of the country and create good paying jobs for working families in our region. Bringing the manufacturing of ZEBs home also would ease addressing some of the challenges in real-time, such as some of the challenges Metro has faced with Division 8.

To that end, Metro must adhere to the Manufacturing Careers Policy (MCP) in this regional procurement policy. The MCP ensures we are creating good jobs for our region and employing vulnerable community members facing barriers to employment, such as veterans, system-impacted individuals, and individuals experiencing homelessness.

### **Utility Coordination and Infrastructure**

We are encouraged and supportive of Metro’s collaboration with the Los Angeles Department of Water and Power (LADWP) on a Master Utility Cooperative Agreement (MUCA) for its ZEB transition and a Charge Ready Transport (CRT)- like incentive program. We suggest that any MUCA be accelerated on a faster timeline than June 2025, and we urge the members of this Board representing the City of LA to work with Metro to do so. Moreover, the MUCA should

take into account charge management and vehicle to grid opportunities, as we would agree that it would have the lowest monthly utility costs to Metro.

We acknowledge that Metro has done great work at its Divisions within SCE territory, though the Divisions in LADWP territory lag behind. We urge Metro to collaborate with LADWP in tandem with efforts around a MUCA and CRT to accelerate the electrification of at least three Divisions within LADWP territory, especially those slated for the latter part of this decade and early 2030. ZEB procurement is an important strategy to build the market, but infrastructure needs to be in place to support ZEB procurement.

**The region as a whole has many infrastructure needs to support our transition to ZEBs, and now is the time for Metro to work with LADWP, SCE, and the City of LA to coordinate on infrastructure deployment to share resources and expertise.**

Finally, the Report raises that the entire California electrical grid is “not ready to support a large-scale adoption of zero-emission vehicles” because the “grid is undersized by two to three Terawatts.” The Report mentions that this conclusion is from studies conducted by the California Independent System Operator (CAISO), yet does not provide said studies where this conclusion can be found. We request that this study be made available. It is worth noting that CAISO manages the State’s entire electrical grid, and such scale may not be applicable to Metro. Moreover, LADWP, which provides some power to Metro, is not a part of the CAISO grid.

### **ZEBs Have Significant Cost Savings and Societal Benefits**

The Report fails to acknowledge the significant cost savings of ZEBs compared to their Compressed Natural Gas (CNG) counterparts. According to a report from LA DOT, in partnership with CALSTART and BYD, funded by the California Energy Commission (CEC), “electric buses outcompeted the CNG buses in terms of efficiency. At an average of 1.81 kWh per mile, the electric buses were over eight times more efficient than their CNG counterparts, which had an average efficiency of 15.56 kWh per mile, or 0.47 GGE per mile (2.2 miles per gallon equivalent).”<sup>3</sup> Moreover, while CNG buses had average fuel costs of \$0.83 per mile and maintenance costs of \$0.44 per mile for a total cost of \$1.27 per mile, ZEBs save over half the cost, averaging \$0.23 per mile for fuel and \$0.23 per mile for maintenance for a total cost of \$0.46 per mile. The Report should include a program estimate that is inclusive of these potential cost savings.

Our transition to 100% ZEBs by 2030 can tackle long-term health, environmental, and economic inequities, while putting our region on a pathway to a more stable climate future. By leading the nation, we have an opportunity to bring good paying jobs as we grow the manufacturing

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<sup>3</sup> CALSTART, Los Angeles Department of Transportation and BYD Electric Bus Demonstration Performance, Maintenance, and Energy Use Summary Report, *available at* <https://www.energy.ca.gov/sites/default/files/2024-03/CEC-600-2024-013.pdf>.

ecosystem in the region, while at the same time addressing both the air quality and climate crises that disproportionately impact the health and well-being of the environmental justice communities in our region. The Report should incorporate these benefits.

### **Funding Opportunities**

We appreciate Metro's acknowledgement of its collaboration and partnership with LACETBC and we are grateful for the opportunity to participate in a tour of Division 8 and learn more about Metro's work to transition the existing fleet to ZEBs.

We worked collaboratively and in partnership with Metro to raise the profile of its Climate Pollution Reduction Grant (CPRG) request, support its request for funding under the Low or No Emission Grant Program, and most recently are supporting its request for funding under the Transit and Intercity Rail Capital Program.

Many of these funding opportunities are extremely competitive; however, Metro's nation-leading goals to transition its fleet to ZEBs is a critical advantage for maintaining its competitiveness across state and federal grant opportunities. We disagree with Metro's assertion that Metro is not competitive for these grants given that other transit agencies in the country rely on diesel. Metro as one of the largest transit agencies in the country is able to move the market to bring ZEB manufacturing home.

### **Conclusion**

Despite receiving explicit direction to report on and deliver a 100% ZE bus fleet by 2030, we are deeply disappointed to see that the Report fails to provide a milestone roadmap to get there. The Report concludes that only 12% (256) of Metro's fleet will be zero emissions by the 2028 Olympics, and a mere 30% (647) by 2030. We are shamefully behind on our goals and we need to be doing everything we can to meet them. Metro must step up.

While Metro has electrified some of its Divisions and begun coordinating with other agencies for large-scale bus procurement, Metro has only started coordinating with LADWP and we urge swift action to build the infrastructure we need and have the electrification work done to meet our 2030 goals. We also urge Metro to work with SCE and the City of LA on infrastructure planning needs for shared resources and costs.

We look forward to working with you on this effort and continuing to be engaged.

Sincerely,





## **MINUTES**

**Wednesday, October 23, 2024**

**10:00 AM**

### **Special Board Meeting/Ad Hoc 2028 Olympic & Paralympic Games Committee**

#### **DIRECTORS PRESENT:**

**Janice Hahn, Chair**

**Fernando Dutra, 1st Vice Chair**

**Jacquelyn Dupont-Walker, 2nd Vice Chair**

**Kathryn Barger**

**Karen Bass**

**James Butts**

**Lindsey Horvath**

**Paul Krekorian**

**Holly J. Mitchell**

**Ara J. Najarian**

**Tim Sandoval**

**Hilda Solis**

**Katy Yaroslavsky**

**Gloria Roberts, non-voting member**

**Stephanie Wiggins, Chief Executive Officer**

**CALLED TO ORDER: 10:10 A.M.**

**ROLL CALL**

**5. SUBJECT: PARIS 2024 LESSONS LEARNED REPORT**

**2024-0912**

RECEIVED AND FILED the report on lessons learned by Metro staff that observed public transport for the 2024 Paris Olympic and Paralympic Games.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
P	P	P	P	P	P	A	P	P	P	P	P	P

**6. SUBJECT: RECONNECTING COMMUNITIES AND NEIGHBORHOODS GRANT UPDATE** **2024-0913**

APPROVED:

A. RECEIVING AND FILING the Reconnecting Communities & Neighborhoods (RCN) grant update, and;

B. AUTHORIZE the CEO or their designee to:

1. program \$161.8 million for the projects listed in Attachment A which includes \$139.2 million awarded through the RCN grant and \$22.6 million of local funds; and
2. negotiate and execute all necessary agreements and/or amendments with the agencies for projects contained in the RCN grant.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	Y	A	Y	A	Y	Y	Y	Y	Y	Y

KB = K. Barger	FD = F. Dutra	HJM = H.J. Mitchell	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	PK = P. Krekorian	HS = H. Solis	

LEGEND: Y = YES, N = NO, A/C = ABSENT/CONFLICT, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

**7. SUBJECT: 2028 MOBILITY CONCEPT PLAN IMPLEMENTATION REPORT** **2024-0914**

APPROVED:

- A. RECEIVING AND FILING the Mobility Concept Plan (MCP) Implementation Report, and;
- B. AUTHORIZING the CEO or their designee to amend the FY25 budget, in the amount of \$9.67 million, to advance Metro-led GME STP projects with the Program.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	A	A	A	Y	A	Y	Y	Y	Y	Y	Y

**8. SUBJECT: A TRANSPORTATION PLAN FOR 2028 OLYMPIC AND PARALYMPIC GAMES VENUES MOTION** **2024-0995**

APPROVED Motion by Hahn, Horvath, Solis, Butts, and Bass, as amended by Horvath and Mitchell that the Board direct the Chief Executive Officer to:

- A. Update plans with additional information on the Games Enhanced Transit System and regional preparations for the 2028 Olympic and Paralympic games, including:
  - 1. A staffing plan;
  - 2. Estimated total costs for this system, including State and Federal funding sources that can pay for most of all these costs;
  - 3. Coordination of efforts with, but not limited to, the City of Los Angeles, LA28, Municipal bus operators, Metrolink, Caltrans, Passenger rail agencies, and LA County; and
  - 4. Organizing a Transportation and Mobility Summit, with attention to:
    - a. Safety,
    - b. Accessibility,
    - c. Wayfinding,
    - d. Community hubs,
    - e. Clean buses, and
    - f. Benefits that can last beyond LA28; and
- B. Report back on this effort and next steps at this Board’s April 2025 Ad Hoc 2028 Olympic and Paralympic Games Committee, with an interim update at the January 2025 Committee meeting.

(continued on next page)

(Item 8 – continued from previous page)

**HORVATH AMENDMENT:**

Report back at this Board’s April 2025 Ad Hoc 2028 Olympic and Paralympic Games Committee, with an interim update at the January 2025 Committee meeting, with:

- A. An update on the execution of a Memorandum of Understanding between LA Metro and LA28;
- B. A breakdown of each agencies roles and responsibilities;
- C. A coordinated strategy to include LA28, venue cities, LA County, and LA Metro to pursue state and federal funding to deliver Metro’s Mobility Concept Plan;
- D. An implementation schedule for each of the projects and programs identified in the Mobility Concept Plan; and
- E. Key dates by which Metro should secure and program funding needed to support implementation of projects and programs for the 2028 Olympic and Paralympic Games.

**MITCHELL AMENDMENT:**

Utilize the existing Metro Aging and Disability Transportation Network (ADTN), County of Los Angeles Commission on Disabilities (LACCOD), and City of Los Angeles Commission on Disability to inform existing 2028 Games transportation plans to address the mobility needs of people with disabilities during the 2028 Games and after.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	A	A	A	Y	A	Y	Y	Y	Y	Y	Y

**ADJOURNED AT 12:28 P.M. IN MEMORY OF FERNANDO VALENZUELA.**

Prepared by: Jennifer Avelar  
Sr. Administrative Analyst, Board Administration




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Collette Langston, Board Clerk